

THE
UNITED SERVICE
JOURNAL

AND

Naval and Military Magazine.

1836. PART I.

LONDON :

HENRY COLBURN, 13, GREAT MARLBOROUGH-STREET.

SOLD BY ALL BOOKSELLERS.

LONDON:
Printed by WILLIAM CLOWLS and SONS,
Stamford-Street,

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THE
UNITED SERVICE JOURNAL

THE UNITED SERVICE IN 1835.

Pristinæ Virtutis memor.

IN reviewing the condition of the UNITED SERVICE for the past year, it is impossible to shut our eyes to the fact, that both Navy and Army, especially the latter, are in a state of transition. Up to a certain point the reform of abuses in the Naval and Military Service of Great Britain had forestalled inquiry into the alleged defects of our civil institutions, and had proceeded with that safe yet sober pace, with that discreet yet searching spirit, the best calculated for the consummation of its object. These gradual yet sure ameliorations have not, however, escaped the precipitating influence of the "Movement," and those in command find themselves prematurely called upon to work out the ends of discipline and duty with means inapplicable to the materials.

Straitened by our limits and the comprehensiveness of the subject, we can only glance at the more prominent concerns of the Services, leaving the discussion of practical details and suggestions to the several heads under which these topics are usually ranged in our pages.

The NAVY, on the whole, has made advances. Its Architecture has undergone revision with a view to the union of stability and stowage with superior sailing qualities—a combination extremely difficult, yet constituting perfection in the structure of a ship. Experiments for the elucidation of this and other problems in Naval Architecture and Seaworthiness have had place, and the results, generally, have allotted the palm of superiority in sailing to the construction of the actual Surveyor of the Navy, Captain Symonds. Noble men of war have also been produced by the science and skill of Captain Hayes. Bearing ample testimony, as we cordially do, to the eminent merits and services of Sir Robert Seppings, and to the intelligence and zeal of the members of the School of Naval Architecture, we do not detract from the credit due to either in offering a tribute of simple justice to the success of the present Surveyor; who, if he have improved upon the able plans and inventions of his predecessor and contemporaries by methods peculiarly his own, is entitled at least to the praise of having made another step in the race of public and professional improvement. Under the Surveyor now in office, a new Classification of the Fleet, comprising nineteen Classes of ships, has been completed, and the relative dimensions and equipment of each have been adjusted with a simplicity and uniformity likely to be attended with the most beneficial results.

An improvement in the manning of the Navy has been attempted by
U. S. JOURN. No. 86, JAN. 1836. R.

Bills brought into Parliament by Sir James Graham, for regulating the registration and enlistment of seamen and modifying the law of Impressment. The effect of these measures cannot yet be sensible, nor is peace the season for putting their operation to the test. Assuredly the qualified power of impressment must be retained, to meet the sudden emergencies to which a maritime nation like ours is subject, and upon which her destinies may hang. The discontinuance of the degrading practice of condemning smugglers and other felons to service in His Majesty's Navy, removes a stigma from the honour and a taint from the composition of that body.

The school of practice in Naval Gunhery on board the Excellent at Portsmouth has fully answered the expectation raised by this limited experiment. Under the able and indefatigable direction of Captain Hastings, a portion of seamen gunners has been qualified for the duties and exigencies of that most important but neglected arm—adequate, perhaps, to the experimental supply of our ships in commission with pattern gunners, but wholly insufficient for the practical purposes of a fighting fleet, should it again be the fortune of the British to encounter a rival on the seas. Still we have here an admirable nucleus for more extended instruction and employment, and we hold that no gunner should be judged competent to his warrant who had not passed through a course of instruction similar to that of the Excellent. It is highly gratifying to us to report upon the general good conduct as well as technical proficiency of the Excellents. A library has been established on board, and the attention and order of the crew are most praiseworthy.

The morale of the fleet, partially relaxed from inactivity and the infusion of recruits less thoroughgoing than the old and immortal tar of a twenty years' war, has been invigorated by some touches of old times, proving that the peculiar properties—the idiosyncrasy, if we may so speak—of the British sailor may slumber, but are never extinct. The splendid instances of the Pique and the Challenger attest that the case of the Alceste has still its parallels, and that an adequate incentive alone is wanting to elicit those energies and mutual attributes of command and subordination, which have heretofore elevated the British name to the pinnacle of naval reputation. During the most critical moments of the most desperate situation of the Pique, the habitual order and routine of duty on board were never for an instant disturbed. The slightest further mischance in the open sea would have sunk the good ship—but she would have carried down her gallant captain, officers, and crew, each at his post and undismayed.

The demand for information in the Service has been met by a corresponding supply. The Navy abounds in writers, of acknowledged competence and talent and of all grades, upon every branch of professional study, and almost in every walk of literature. Need we name Basil Hall, Marryat, Glascock, Beaufort, Smyth, F. De Ros, Scott, Chamier, Holman, Barker, and a host of others?—to each and all of whom we should feel pride and pleasure in offering a special tribute, did the design of this Sketch permit. A want of uniformity in tactics and interior management has resulted from the absence of an adequate and steady code—the Admiralty instructions not being as explicit or immutable as the laws of the Medes and Persians. The able work of Admiral Ekins, and the recent translation of Paul Hosta, by Captain

Boswall, have extended the knowledge of the principles of Naval evolutions; and a Manual, just published, by Captain Glascock, improving upon the sound but less systematic works of Captain Griffiths and Lieutenant Martelli, is calculated to introduce a degree of method and intelligence into the duties of every responsible rank afloat, which may essentially contribute to remedy the deficiency to which we have just alluded. A Nautical Dictionary, or Cyclopædia of Naval Science and Nomenclature, is still a *desideratum*. That of Falconer is imperfect and out of date. We have heard that the design of such a work has been entertained, and materials for its execution collected by Captain W. H. Smyth, whom we earnestly recommend to prosecute an undertaking of such promise to the Service of which he is so experienced and distinguished a member—it could not be in more competent hands.

In the pursuit of Northern Discovery, and the attempted solution of the question of a North-Western Passage, the intelligence and enterprise of Captains James Ross and Back have achieved all that could have been anticipated, and reflect honour on the British service. The one has ascertained approximately the position of the North Magnetic Pole; the latter has reduced to a single link our deficient evidence in the chain of discovery on the north-western coast of America, which, probably, it may be the fortune of Captain James Ross to connect, and solve at least the geographical, if not the maritime problem. His appointment to the command of an expedition for the relief of the Hull whalers, beset by the ice in Davis' Straits, may, we hope, be accompanied with discretionary powers to extend the objects of his voyage, on the accomplishment of its primary purpose.

Some observations contained in an article in this Journal on the subject of "Northern Research" had the effect of inducing the French Government to despatch a second vessel, *La Recherche*, on the failure of the expedition of M. Dutaillis in the *Bordelaise*, in quest of traces of the unfortunate De Blosseville and his crew, supposed to have been lost in the cruiser and surveying-ship *Lilloise*, in the latter part of 1833, on the Eastern coast of Greenland. Rewards were also offered to the mariners of any nation for the discovery and rescue of the missing crew.

It is high time that the imperfect Code of Signals used in the Navy should be revised or replaced by a more simple yet comprehensive principle. We have repeatedly thrown out practical suggestions on this subject, and shall take an early opportunity of investigating the question, and of drawing, from a comparative view of the various systems employed or proposed, such impartial conclusions as may indicate and promote the means of amendment.

In Nautical Astronomy the labours of Naval Officers eminently tend to advance the knowledge of that paramount science, and to restore the British Ephemeris to its suspended accuracy and popularity. The able and disinterested observations of Captain W. H. Smyth, who, at his private expense, has constructed an Observatory at Bedford, complete in all its appliances and working admirably, form a constant and important accession to the stock of astronomical data so indefatigably accumulated in the present day; while the Nautical Almanac, under the competent and meritorious direction of Lieut. Stratford, and the scientific co-operation of Captains Beaufort and Smyth, of Lieut. Raper, and the ever zealous Council of the Astronomical Society, has disarmed

its errors, and been enabled to resume its place as the first authority of the maritime world.

By the perseverance and skill of members of the British Navy, the science of Hydrography has made rapid advances, and the names of Owen, Mudge, Bayfield, Beechey, Vidal, and Hewitt, will readily present themselves to the professional reader. Our recent notices of the respective works of Commander Belcher, and Mr. Robson of the Hon. Company's Service, attest our sense of the satisfactory progress of Marine Surveying, and of the important benefits to navigation and commerce derived and likely to accrue from the spirited rivalry of our Mariners in hydrographical and geographical pursuits.

The system of Promotion in the Navy continues partial and unsatisfactory. We are not insensible to the difficulties which embarrass this highly-interesting branch of administration, and have not failed to offer suggestions for its improvement, in conformity with justice and the general sense of the Profession. Distinction of merit and the reward of service appear to be the great ends of promotion—let these objects be impartially pursued, and unreasonable discontent will be refuted or silenced. Perfection is not attainable in human institutions.

The bane of every project for the amelioration or encouragement of our Naval and Military Establishments is a pseudo-economy—a paltry cant, mouthed out by hypocritical tongues, and conceived by withered hearts,—which estimates life, and time, and honour, and patriotism, by so many farthings per day, and, while it wallows in basely-gotten wealth, grudges the patriot sailor or soldier the means of bare existence. This cowardly feeling, profuse in its fears, turns niggard in the wantonness of its rescue; and thus the “pillars” of the State are transformed, by the rank breath of the demagogue, to its “cater-pillars.”

General promotions by brevet are essential to the graduated advancement of the Officers of the United Service: the upward swell of the wave is felt from the very lowest grade; and that hopeless stagnation, so fatal to every pursuit in life as well as that of Arms, is relieved by the salutary undulation. Is the profession of all others the most important to the State, the most perilous and laborious to the individual, to be the only one from which hope and competence are to be tyrannically excluded?

We cannot overlook the positive injury to the Naval Service arising from repeated changes of its official administrators. Granting the expediency, on constitutional grounds, of identifying the First Lord with the Cabinet succeeding to power, still there appears no sufficient reason why the Sea Lords should be compelled, at every shift of the political vane, to vacate offices to which they should only have been appointed as the most competent to fill them, and of which they may have honestly and ably discharged the duties.

Turn we now to the ARMY, of which our general survey must be brief, having to remark at length upon some special points.

With all the zeal of the Officers and Non-commissioned Officers there is evidence that the discipline of this arm of the Service has not escaped the anticipated effects of innovation and excitement. Assailed as our Military Institutions have been by plausible yet ignorant declamation, the unthinking or ill-disposed recruit, succeeding to the place

of the retired war-soldier, and too often emerging from the refuse of the population either as to class or character, presents a pliant subject for the machinations of pot-house politicians. Coincident with the systematic corruption of the soldier has been the restriction of the power vested in the military authorities of meeting and defeating it by adequate checks or chastisement; so that impunity and insubordination proceed *pari passu*. The actual consequence of this mischievous concurrence has been, that offences against subordination and the whole train of delinquencies originating mainly in drunkenness, have grown to an unusual amount in the Service, especially amongst corps employed in the colonies. The assault or murder of a Non-commissioned Officer—a class once nearly as sacred in the eye of the soldier as his Officer—is no longer, we regret to say, a crime of rare occurrence; and the difficulty of maintaining discipline and faithfully discharging the serious duties confided to the Officers of the Army, without incurring calumny from abroad or censure from within, is very gravely increased. The present position of responsible Officers is, in fact, one of considerable perplexity, and can only be estimated by those who are in a condition to observe and understand the complication of causes which operates to counteract the zeal and capacity for which so large a portion of them are distinguished.

While we feel it our duty to comment, in general terms, upon defects extraneous to the genuine spirit and system of the Army, and for which, we trust, remedies may be devised in time to arrest the progress of the evil, we must not be misunderstood as passing a sweeping censure on the *personnel* of the Army. Far from it. The British Army contains in its humblest ranks a large proportion of steady, zealous, and intelligent soldiers who, to a man, disapprove the ill-timed relaxation of that just and wholesome discipline which elevated and exempted the good soldier, while it restrained and corrected the bad—who turn a deaf ear to the delusions of the hour, and entertain, from experience, the conviction that the British Officer is the legitimate and best friend and advocate of the British Soldier.

All changes in the system of our Military Discipline must, to prove efficient, be founded on the corresponding fitness of the subject for whose government that system is designed. Is the actual composition of the British Army individually, and with the exceptions to which we have just alluded, such as to justify the speculation of governing that body by merely *moral* means? To those who understand the question, we need not suggest a negative reply. Still, in the deficiency of the customary and fitting resources, the attempt, on a comparative scale, must be made; and we but fulfil our part in submitting to the Service the readiest and most feasible suggestions for carrying it into effect.

Had the Army been composed of a class susceptible, as a body, of moral control, the experiment would have been easy, and its propriety and policy unquestionable; but we affirm, in the teeth of ignorant and interested declaimers who falsely ascribe the inferior quality of our soldiery to the deterring influence of our punishments, that such a class will never be induced to enter the Service while the pauper's allowance is its prospective reward, and the flower of man's life is bartered for—*sixpence* a day! No—the pensions of British soldiers must be doubled—while character must be an essential qualification for enlistment. If to testimonies of good conduct the possession of some edu-

cation can be added, there will be the better chance of obtaining competent non-commissioned officers. It is, unfortunately, true that the present system of recruitment relieves the community of many a pauper and *mauvais sujet*, who, by a double operation, are rendered by that decried system, instead of burdens, restrained if not reformed and useful members of the state. This, however, is applying the Army to a degrading and supererogatory purpose. We repeat, let pensions be doubled—let character be made a requisite to admission to the honour of being a British soldier—let the principle of distinction be applied with a more systematic and liberal hand to both man and officer, for they who “seek the bubble reputation e’en at the cannon’s mouth” crave the *emblems* of the dearly-earned prize—let us have an Order of Merit, extending to all ranks—a Legion of Honour—*call* it what you will, let us only have the substance—and let not the honour be an empty one: it should be equivalent to an increase of pension or an annuity from specific funds. Let us hear no more of the factious and insolent revilings of the soldier as an inferior and useless caste—let his position in the community be that to which he is entitled, as its defender, its prop, its chivalrous champion;—let him be no longer disgusted by the senseless taunt of being the hireling of the populace calling themselves “the Public,” as if the whole range of professions, trades, and callings, in short every ramification of SOCIETY, were not dependent for income upon the solvent aggregate of *themselves*, compressed into the abused phrase—the true PUBLIC. It is the stake—the return which constitutes the superior or lesser claim to the equivalent drawn from the common stock;—and what profession—no disparagement to the others—possesses half the title to public recompense as that by which the Public itself lives, breathes, and has its being?

Such is, in part, the species of “reform” which will attract recruits to the British standard, for whom the lash will have no terror—possibly no existence.

On the subject of Pay, Rewards, and Promotion in the Army, it is unnecessary to dwell here. We have entered elsewhere into elaborate and original investigations of these important questions, which have been placed in a fair light, and shall continue to receive elucidation and a strenuous advocacy in our pages. We claim for our comrades but a fair field, and no favour.

The production and acquisition of Knowledge, in the serious sense of a burlesqued term, keep pace in the Army with the progress of the sister Service. Writers and readers are rife in the military fraternity from whose ranks has arisen the first historian of the age, supported by kindred names as eminent in science and literature as any which adorn the literary annals of Britain. We shall not be accused of any invidious intention in briefly citing the names of Napier, Jones, Colby, Pasley, H. Douglas, the late Capt. Kater, so distinguished by his minute investigations on the Second’s pendulum, Gleig, Hamilton, Lord Munster, who has been elected, in a very distinguished manner, a Corresponding Member of the French Institute, Sherer, Procter, Mitchell, Kincaid, Alexander, W. De Ros, Lord Londonderry, Leith Hay, &c. The Seminaries of Military Instruction—Sandhurst, Woolwich, and Addiscombe—and the Establishment at Chatham, under the very able and judicious superintendence of Colonel Pasley, for the field training of the Engineer Department, fulfil their objects with honour to those insti-

tutions, and advantage to their *élèves* and the services to which they are destined. A student of the former, Lieut. Godwin of the 46th, is at this moment engaged in an arduous undertaking, which we have already noticed in merited terms, calculated to prove of the highest utility and interest, and to display in a practical light the benefits of the course of education pursued at the Military College. Mr. Godwin's Series of Plans of the Peninsular Battles will go far towards elevating the art of military topography in this country. Of the now celebrated Ordnance Survey of Ireland, under the direction of Colonel Colby, we have repeatedly spoken in terms of admiration. It is almost needless to repeat, that nothing has yet been effected in geodetical operations comparable to the portion already executed of this splendid work, which will shed lustre on those employed, and on the country they serve. While on this subject we must not omit a passing tribute to the merit of Captain Everest, the worthy successor of Colonel Lambton in India, who is now measuring an arc of the meridian on a more gigantic scale than any yet attempted.

But our limits warn us to close this hasty view of topics to which we cannot even attempt to do justice, proposing to devote our remaining space to some practical remarks on the absorbing question of Discipline.

The difficulty, we repeat, lies in managing the materials of which the Army is at present composed with inadequate and inappropriate means. It is useful, however, to cite instances in which success has attended schemes adapted to a particular service, though, we fear, not yet applicable to our own. The following experiment has succeeded in a French regiment.

In the Fourth Hussars, commanded by Colonel de Brack, a system of interior and reciprocal instruction has been lately introduced and pursued with a general co-operation and zeal which alone could have ensured the successful results of which we possess unquestionable evidence. These results have been obtained solely by the internal and independent resources of the corps itself. The plan adopted may be represented as a sort of Regimental University, classed into schools of the several branches of instruction, of importance, theoretically or practically, to the soldier,—the officers and sub-officers acting as the instructors. Principles of loyalty, patriotism, and propriety of conduct are inculcated by precept and example, and the regimental orders, distinguished by their “rationality,” are enforced with firmness. The “agreeable” is not wholly neglected for the “useful”—Music is cultivated both for the education of the regimental trumpeters and musicians, and for the gratification of individual taste.

On the 24th of last October the regiment was minutely inspected at Fontainebleau by the Dukes of Orleans and Nemours. They exhibited before those Princes in every capacity,—mounted in the field, on foot, in the stable, the barrack, as artillerists, and in the schools—in all situations with the highest credit to themselves, and to the perfect satisfaction of their gallant and illustrious inspectors. At the close of these exercises and examinations, prizes were distributed by the Duke of Orleans to the successful candidates, with much enthusiasm and good effect, Colonel de Brack replying in an eloquent exposé of the origin, objects, and results of the system of regimental instruction, which was found to present the following state upon that occasion. For greater exactness we give the heads of instruction in the original terms, „

Gymnastique et Voltige (in three months) 175 pupils.

Lecture et Ecriture.—97 pupils—17 educations finished in the year.

Théories Militaires.—All the sub-officers, the brigadiers (corporals), and 97 hussars,

Manège Civil.—The whole regiment.

Cours d'Equitation Militaire.—All the officers and sub-officers.

Escrime (fencing).—173 pupils.

Tir à la cible à cheval.—At the last practice, at a distance of from 30 to 40 mètres, of 592 shots 102 balls struck the mark.

Mathématiques.—156 pupils.

Fortification.—130 ditto.

Artillerie.—300 ditto.

Maréchalerie hippiatrice.—28 farriers, or pupils, so that each division (*peloton*) of the regiment has a veterinary-farrier, and, from the adoption of Balassa's method of shoeing, it is unnecessary to have instruments at the forge for torturing restive horses, the latter no longer resisting the farrier.

Musique.—52 pupils.

Tartique.—All the officers, sub-officers, brigadiers, and hussars—students of the other courses.

It is further stated, that the employment of the *homœopathic* system of medicine in the regimental hospital has reduced the number of patients by eight-ninths.

The practice with regard to farriers is worthy of adoption in our service. Under the direction of the chief veterinary surgeon they are instructed in anatomy, the elements of pathology, farriery, &c., so as to ensure, as far as education can aid, the soundness and efficiency of the animals upon which the agency of the dragoon depends.

A "Model-Horseman" (*Cavalier Modèle*), equipped by Colonel de Brack, in conformity with his own extended experience, formed not the least curious part of this exhibition. He is dressed in black, his head covered with a light picturesque helmet, which perfectly protects him both from the blows of an enemy, and the inclemency of the seasons; he is bearded, his dress is light and convenient; his arms consist of a fusil, or carbine (*mousqueton-Robert*), which is discharged nine times in a minute, and a new-modelled sabre by Manceaux; the bridle scarcely covers the horse's head, and the bit acts powerfully. The accoutrements are of the utmost grace and lightness, and the horse feeds as easily with as without the bridle. Thus equipped, the model-horseman was put to the three following tests:—

He unbridled and unsaddled his horse, disarmed and undressed himself in forty seconds.

He saddled, bridled, and accoutred his horse, dressed and armed himself, mounted and commenced firing in a minute and eight seconds.

At full gallop he leaped from his horse, sprang over a barrier four feet high, ran along a platform, leaped a ditch of 14 feet, fired, repassed the ditch, jumped into the circus, and springing into the saddle without using his hands, recommenced firing. The whole dress, equipment, arms, and accoutrements, of this horseman, weigh 51 pounds; that is, one-half less than the existing regulation for the light cavalry. These are nothing shining or resounding about him, which gives the light horseman an advantage in *reconnoissances* and surprises. Such is the "Cavalier Modèle" of Cbl. de Brack, who was warmly complimented by the Princes.

On the whole, this example deserves the attention of the British Army, and should at least tend to excite the emulation of its officers. *Fas est ab hoste doceri.*

We must now recommend to the consideration of the authorities and of the Service the following exposition of certain practices engrafted upon the innovations to which we have adverted, and the suppression of which is essential to justice, and the general interests of the Army. The facts we have reason to believe unquestionable, and we give them in the words of the correspondent by whom they are so competently described.

We have only to add our hope and conviction that the Military Commission, on the resumption of its labours, may produce a Report calculated to reconcile the unflinching maintenance of subordination in the Service with a becoming respect for the prejudices of the well-meaning portion of the public.

The worst consequence that has attended the interference of the democratic party, or those who represent it, in the interior arrangements of the Army, has naturally been the doing away with a feeling, which until lately prevailed in the ranks, namely, "that a soldier's best friend, and the person most directly interested in his well-being, was his immediate officer." To eradicate this feeling has been the aim of the persevering efforts that for some years past have been made to place the officer in a false light; that would represent him, to the soldier, as a hard taskmaster, invariably anxious to punish, instead of the true state of the case, that punishment is inflicted on offenders with great reluctance, for the purpose of maintaining the discipline essentially necessary to the existence of the Army, and the holding out an example to others, that that discipline cannot be infringed with impunity.

This is an evil which, springing from an external cause, it is difficult to prevent from producing some effect; but there is another, which though ultimately traceable to the same source, is more in the power of the Army itself to rectify, but which can only be done by exposure the most unflinching. That exposure must be made through your means, Mr. Editor, as persons are concerned in it too high in office to be offended with safety by the only persons who have the power "to show them up"—namely, the junior officers of the Service.

The "pressure from without" has been so strong upon the higher powers, that they have given way to clamour, and an attempt has for some years been in progress to govern the Army without having recourse to the strong measures which our predecessors thought absolutely necessary. I am not going *now* to rake up the ashes of any of the "*crambe repetita*" arguments upon the subject of corporal punishment; that is a question still *sub judice*, and therefore the only remark I shall make upon the subject is to observe that, while the system of acting has been radically changed, the material to be acted on has been pertinaciously kept the same—I mean that no earthly effort has ever been made to do what, to a plain man, would have appeared the very first steps in an alteration of the kind, namely, rendering the qualification of character necessary to the enlistment of the soldier, and making some endeavours to facilitate, or at least not throwing obstacles in the way of, the discharge of men of notoriously bad character.

It is a fact well known in the Army that crime has very greatly

increased in its ranks, since the removal of what may be called the "*preventive checks*;" and it has been in the attempt to conceal the failure of the plan of trying to govern without them, that the system has originated, which it is the object of this letter to expose. The system I allude to is technically known in the Army by the name of the "*SCREENING SYSTEM*." When the change was first made, many officers, both in the rank of generals and commanders of regiments—some to secure employment, others sincerely believing in the practicability of the theory—put themselves forward to carry it into execution. Each adopted a plan of conciliation—some to a great extent, some in a lesser degree; but years rolled on, and the plan *failed*. The mass of the soldiery were and are uneducated men, without families or connexions to employ their leisure hours, and whose only ideas of enjoyment centred in the pothouse and the brothel. The mass knew no better; but there are in the Army men of another stamp—men of education, but whose characters are too bad to afford any hope of advancement; and these men have been quick to point out to their less observant comrades, that the authority of their officers was diminished; and that there existed among the higher branches of the Service an inclination to support the soldier against his superior—in fact, to try and prove the officer in the wrong, as it was not in accordance with the system to punish the soldier for his offence—"for crime may be concealed, but punishment cannot." In these few words is contained the secret of much of the evils at present pervading the Army.

Such was the system that has been pursued for some years; and as I said before, *it has failed*. But that was a fact which it would not answer to have generally known: it must be concealed at any risk, and as it could not be prevented, it must be *screened*. It was soon perceived that the General Officer whose return of courts-martial was the smallest, and the Commanding Officer whose defaulter's list was nearest to a *blank return*, were most favourably received by their respective superiors. "It was much easier to accomplish this by overlooking crime than by checking it; and I do not hesitate to accuse many officers whose regiments and districts now stand highest, of having obtained that pre-eminence by putting their names to returns that would not bear investigation. This is a grave accusation, but it is *true*; and that it is so, the officers commanding regiments who persist in obeying the letter of their instructions know to their cost.

It is natural that General Officers should wish to make a favourable return of the conduct of the men in their districts, and that any officer who, by obstinately telling the truth, makes a blot upon their escutcheon, should not be looked on with very favourable eyes. It is not, however, to be supposed that men, honourable in every other relation of life, should adopt a system which is not only dishonourable as far as they themselves are concerned, but which is, indirectly, the cause of heavy censure being cast upon men who are too upright and conscientious to pursue a similar plan; I say, it is not to be supposed that they can come all at once to this, without some of those subtle reasonings by which a man is led, step by step, to the commission of actions which he would originally have shuddered at, could he have foreseen whither his system would lead him. Let us see how this comes about.

I need hardly, Mr. Editor, to a practical soldier like yourself, premise that, in the British Army, drunkenness is the origin either directly

or in its consequences, of three-fourths of the crime committed. It follows, therefore, that the first step, usually taken in this downward path, is in winking at this vice, or at least adopting a definition of it, something like that of the sailor who considers no man drunk, "while he can lie on the deck without holding on by the ring-bolts to prevent his falling upwards." Men, however, who act strictly up to the spirit of their instructions, hold that a man is drunk "when, by the use of strong drink, he incapacitates himself from doing the duty he is paid for, and which he may be called on at any hour of the day or night to perform." Many officers commence by considering the rules of the service with regard to this vice, as too severe; and at length in their regiments it becomes a rule, that a man drunk at-tattoo is allowed to pass unnoticed, if he do not force attention by the commission of some outrageous breach of discipline.

This practice cuts two ways, in reducing the *apparent* crime of a regiment, for a soldier is quite sufficiently awake to his own interests to observe, that there is a period of the twenty-four hours when he may indulge in his favourite vice with impunity; he therefore keeps his time. It follows as a natural consequence that drunkenness, as a crime, disappears almost entirely from the defaulter's book of that regiment. No man who is aware that he has only to wait a few hours for the time when he can drink without apprehension, will expose himself to punishment by appearing intoxicated at a season when it cannot be overlooked, as on parade, on the line of march, or on duty. No, he reserves himself for the time when he can drink without fear.

• On the contrary, to the soldier who knows that his punishment is *equally certain*, if not *equally severe*, at whatever hour of the day or night he may be detected, time and place become matters of comparatively minor importance, and drunkenness on duty becomes a frequent crime. We all are aware also of the recklessness of men of this class. Many a man, who knows that he will be allowed to go to his bed, if he is capable of so doing, will return to his barracks comparatively sober, while the soldier who looks forward to being put through his facings and punished if found unsteady, argues with himself, "in for a penny in for a pound," reduces himself to a state of senseless drunkenness, is robbed, and consequently brought to a court-martial for selling his necessaries. I do not offer any excuse, Mr. Editor, for troubling you with these details, for one who knows the British soldier as well as you do, will never think them of small importance.

I have said that the system of *screening* was two-edged; one I think I have shown; let us try the other, and see how it acts, in its early stage, in reducing the number of crimes of greater importance, and for this purpose we will suppose a case, unhappily but too common, and which will show better than any abstract reasoning, how this system produces effects far beyond what were originally contemplated by those who commenced it.

Let us take as a supposition that two regiments, conducted upon different principles, are in garrison together:—the men form acquaintances, and the soldier who is kept under strict discipline contrasts his own case with the free and easy life of those who, according to his ideas, are so much better off than himself, being apparently at liberty to do just as they like. Perhaps two men of these different corps may pass an evening together drinking, and return home both tolerably

intoxicated; the one goes off to his bed singing, and probably laughing at his companion, who is certain to be strictly examined, to pass his night in the guard-room, and be brought up for punishment next morning. The other goes to his tattoo parade, thinking himself aggrieved, and exasperated at being subjected to so strict a discipline while others escape; and when ordered into confinement, he probably, in his irritation, abuses or perhaps strikes his non-commissioned officer, and so gives cause for a Court-martial for insubordination and violence, a crime which he most probably would never have been guilty of, had the discipline of the other corps been properly carried on.

It will naturally occur to you, Mr. Editor, to make one or two inquiries upon the score of the statements I have laid before you; the first probably would be, how can I be acquainted with the interior economy of any other regiment than that to which I may happen to belong? There are many modes of acquiring this knowledge, but it will be sufficient to mention one or two of the most obvious.

1st. In garrison, every military man is competent to observe the conduct of the soldiers of the different corps belonging to the brigade, and if he perceives that the men of a particular regiment are very disorderly in the streets, and knows, as he must do, when on garrison duty, that numerous escorts belonging to that corps are obliged to patrol the streets at night in search of men who may have absented themselves, and that he sees non-commissioned officers and men belonging to that corps return in crowds drunk at tattoo, while he cannot discover that these offenders are punished by drill (which must be public), and the general of the district holds up that battalion as an example of good conduct, and that their Court-martial return is *blank*; while, on the other hand, a regiment, to all appearance much better conducted, has numerous defaulters at drill, and a long list of Courts-martial, it cannot fail to strike him, that crime is scrupulously punished in the one corps and is carefully screened in the other.

Again, crimes are occasionally committed that defy concealment, and per force the offender is brought before a garrison Court-martial; the adjutant of the corps is called to give the prisoner a character; "nothing can be worse, he has frequently before committed acts of theft and insubordination." The president calls for the "previous convictions" of this notorious offender, and, to the amazement of all, the Court-martial return is "*blank*!" The man who has acquired for himself this pre-eminently bad character "has never been tried before." This is no imaginary case.

Thirdly, Mr. Editor, it seldom happens that one corps takes up the detachments of another, without hearing from the inhabitants the character borne amongst them by the corps that preceded them. I well remember the account given, by residents in a small town, of the soldiers of a corps no longer serving in Ireland, but which when there was constantly proposed as a model to the Army, and in which no courts-martial had been held for years; it was, that "so disorderly were they that, during their occupation of the town, the respectable inhabitants were obliged to shut up their houses before sunset for fear of their violence."

In the same corps, and nearly at the same period, an occurrence took place, which, but for the superior *tact* of their Commanding Officer, might have seriously compromised the actors. A quarrel took place

between some of the soldiers and the Police*, stationed in a village where they had a detachment. How it commenced, I know not; but, finally, the Police Barrack was attacked, the windows broken in, and nothing saved those inside, but the prompt interference of the officers. This, in the present state of Ireland, would have been held a most serious crime at head-quarters; but the Lieutenant-colonel, wisely considering that a blot was no blot till it was hit, and that he would not be justified, in allowing the high character of his regiment to be sacrificed by the drunken excesses of a few men, (on *detachment*,) the fray was not reported, the men were not punished, and the regiment left Ireland with its high character unimpeached,—to its own great advantage, and the extreme injury of any foolishly candid Commanding Officer, who might be placed in the same circumstances; as the constant answer to an officer mentioning the difficulties of his situation was—"Colonel—has been so many years in Ireland without a court-martial, why cannot you do likewise?"

These, Mr. Editor, are but a few examples of the pernicious effects of this wide-spreading system,—a system which, if not checked, and *that soon*, will produce the most disastrous consequences, from the discontent of one part of the Army, and the licence of the other. One of the worst effects it has yet produced is, the lowering of Commanding Officers in the eyes of their men, and rendering them, as it were, in a degree, accomplices: for, after a time, the Colonel who commences by overlooking instances of drunkenness, acquires a reputation for his regiment; and, when he is from under the immediate eye of a superior, and that serious crimes occur, he feels that to bring them forward is to expose himself to lose the high character he has acquired, and which he values the more from the sacrifice of honour by which it was attained; the temptation, backed by the fear of disgrace, is too strong for him, and he finally places himself in the power of his subordinates, by passing over crimes that he cannot punish without risking the exposure of the system that led to them. So far for your first question. I will fancy your second to be—"To what extent are the higher authorities of the Army involved in the charge?" I sincerely believe that the very highest are ignorant of the facts I have stated; for, it is notoriously difficult for the highest powers to learn what they cannot know from personal observation; and what it is the interest of the parties more immediately concerned to conceal. But I can, by no means, extend the same absolution to the Generals commanding districts; they, from their situations—particularly those in command of large garrisons—*must*, in a certain degree, be aware of it; and must answer to their consciences for their connivance. Their motives it may not be so easy to unmask; but, I believe we should not be far wrong, were we to attribute them, in some cases, to the wish to stand high as successful disciplinarians; and in others, to the fact of their being, to a certain degree, involved, from having practised the same delusion when themselves in command of regiments. |

I have now, Mr. Editor, given you the outline of a system, the knowledge of the existence of which has been reluctantly forced upon me,

* I am happy to take this opportunity to give my testimony to the character of this fine body of men; I have been engaged in all kinds of service with them, and can safely assert that a better organised, better conducted, or more useful corps, does not exist "in the world."

during a period of four years that I have been observing its workings in the Army in Ireland, to which the above remarks most particularly refer. I have not entered much into detail, for it is advisable, as much as possible, to avoid *names*; my object being not the 'exposure or degradation of individuals, but through your means, and that of the force of opinion in the Army, to check a system which, founded on deceit, cannot be concealed, except during a time of profound peace; and of which the evil effects must become visible the moment that a necessity is produced by active service for recurring to the sterner discipline of the best times of the Army.

I do not know that I should have troubled either you or your readers with this detail, had it not been that, within the last few months, occurrences have been forced on my observation, in which, through the fears of Commanding Officers, offences of the most aggravated *mutiny* have passed unnoticed, under an apprehension that the characters of their regiments might suffer. The excuses, under colour of which this has taken place, would absolutely excite laughter, were it not for the mischievous effects produced. One instance will be sufficient, and that one is susceptible of proof, should it be necessary.

It was this: a case of "*direct mutiny*" occurred some months since in a regiment, then and now considered as a model. It took place on detachment, and was reported to head-quarters. The officer received instructions to release the man, and let him return to his duty, as no soldier of the ———th could have behaved as described, unless he were under the influence of *temporary insanity*!!!

Now, Mr. Editor, as the friend of good order in the Service, I call upon you to publish this statement; it may draw the attention of the higher authorities to the gross deceptions that have been practised on them for years; or, if it do not cause an inquiry to be made into the truth of these assertions, it may at least lead to an examination into the policy of a system, which, by depriving officers commanding regiments of all discretionary power, has left them no alternative except either deceiving those above them by false returns, or, if too honourable for that, of returning a list of crime that causes those unacquainted with the "secrets of the prison-house" to look upon the corps under their command as a compound of everything that is bad, when the fact is, undoubted, that in every particular their discipline is better than that of any of the corps that are considered "examples to the Service."

Through the course of this letter, Mr. Editor, I wish it to be understood that I consider it *impracticable* to obey the instructions of the Horse-Guards with respect to drunkenness, and, at the same time, to keep a regiment in *apparently* good order, as long as the *materials* of the Army remain unchanged. The point I wish emphatically to impress upon your readers is, the hard situation in which a man of strict integrity is placed when in command of a regiment, surrounded as he is by persons, both his equals and superiors, whose object it is to keep the truth from those who at present have nothing but *reports* to judge by.

I have now only to repeat that everything I have stated is susceptible of proof the more positive, that the principal parts of it are matters of absolute notoriety among the junior branches of the Service; and I conclude by begging of you, once and again, as the independent friend of the Army, to give these truths, unpalatable though they be, a certainty of becoming known to those who have the power of investigating and doing justice.

REMARKS ON A BREVET RANK IN THE NAVY.*

THE proposition of an able contemporary, recommending a brevet for each rank in the Navy, would, if acted upon, have the effect of *doubling* the grades for the *juniors* to pass through, while, by having Brevet Admirals, the present Post-Captains would attain their flags much sooner than they could according to the actual system. Of course our gallant contemporary is not influenced by personal considerations, although there appears an involuntary coincidence between his position and his argument; and it is under the same reservation that we object to his suggestion, really tending to the abuse of patronage, that an officer may skip a grade, meaning that a brevet commander may become, *di salto*, a brevet captain, so passing all the full commanders!—But a brevet captain is *not* to be qualified for promotion to a brevet admiral. Why not?—We see no better reason than that the post-captains might then be passed over.

We need hardly point out that the effect of brevets, in the manner proposed by the “Metropolitan,” instead of being a boon to the deserving, as therein held forth, would render still more unequal the promotion in the Navy. Any tendency that way ought to be religiously decried by every person who has the welfare of the Service at heart. The inequality in promotion, at present, is often glaringly shown by the fact, that two boys of *similar parentage* may enter the service together, yet one of them be still a midshipman years after his schoolfellow and messmate, *without any particular merit*, is a post-captain. Too many instances of this partiality have occurred since the peace, and are too well known to need exemplifying here. But the grades are few: there is always the chance of a throw of luck—a friend may come into power, or an opportunity of distinguishing oneself may turn up; and thus, from being apparently doomed to die unknown, to be interred unknelt, the *mid.* may, in a few years, find himself again on a level with his quondam friend; not certainly so near his flag, but on a social equality, and in possession of the same distinctions that rank confers. But only institute brevets, and when once any body is left behind in the race, he may consider himself fairly distanced; for it will take the same interest to obtain the half-step as it now requires to gain the full rank. We know an officer at present commanding a vessel in the Mediterranean, who was thirteen years a passed midshipman; his merits at length attracted notice, Fortune also backed him; and in four years from the time he held *no rank* he saw himself a commander. Now suppose there had been brevets, how different would have been his lot! The claims that got him a lieutenantcy would have been rewarded by a brevet-lieutenantcy—40*l.* a-year† for twenty years hard service; the deed that gave him his commandership would have been repaid by a full lieutenantcy, and no more. He would then have been two steps short of his present rank. And let us add that, as almost the

* Vide “Remarks on the English Navy, and the Necessity of a Naval Brevet.”—*Metropolitan*, Sept. 1835.

† Such is the *liberal* proposition of the “Metropolitan.”

only channel now for officers without interest is slave-hunting on the coast of Africa, or repressing smuggling at home, either service involving a constant sacrifice of health and comfort, with the risk of a death which may be deplored but cannot be honoured, it becomes downright cruelty to increase those evils—to render more frequent the contact with yellow-fever or the outlaw's bludgeon, as will be done by removing farther off the legitimate object of an officer's exertions.

Throwing difficulties in the way of promotion will not deter persons from entering the Service, it will only increase the toil of the friendless, often of the deserving, and will add to the heart-burning already so widely spread by the unparalleled and monstrous disparity in promotion, and which, as we said above, brevet-rank will aggravate. The midshipmen, about whom the writer in the "Metropolitan" expresses himself so solicitous, would be decidedly the greatest sufferers by it. Let them beware;—let them not be caught by the bait of a strap on the shoulder and 40*l.* a-year half-pay. It is doubtful whether some of them would even obtain the brevet sooner than they may now get the rank; when they did, they would be called *provided for*, and there the Service would take leave of them. 40*l.* a-year may be a good half-pay for a continental subaltern; but it is not subsistence for an English officer. It is true the gallant writer talks of their friends continuing to allow them an equal sum till they obtain the full step. What surety can be given that they ever will get the lieutenancy? Would not that be a hard condition for such naval officers—and there are several—who can ill afford to give their sons an allowance at all? At present, the naked fact that midshipmen are unprovided for, compels the Admiralty at length to promote them, and till then a ship is at their service. No great variety of choice we grant; but of the two we would infinitely rather be a mate *on board*, with 50*l.* a-year, than a brevet-lieutenant *on shore*, with 40*l.* a-year. Taking the brevet step would be, we fear, with many a mate, like compounding his chance—we may say certainty—of a lieutenancy for 40*l.* a year.

Coming, however, from such a quarter, the plan may be adopted; such authority being likely to be considered a sufficient test of its soundness, more especially as an allurement is held out in the promised reduction of one-half of the "dead-weight," as certain persons are pleased to term the naval half-pay. For our part, we see no meaning in the word—it gives life to the right arm of England; it ensures her being ably served. Hopeless of imitating such liberality—twin-sister of greatness—foreigners yet envy, yet admire it. We would rather call it a bonus for the most magnificent navy that ever swam the ocean, to which England owes her glory, and on which her existence will yet depend. Nevertheless were it at all apparent that a saving of 332,000*l.* a-year would be effected, (*vide* "Metropolitan,") at the same time keeping up the effectiveness of the Navy, we might hesitate before combating the suggestion—not that we think the nation is so distressed as to need economical measures on every side; but so far from that result being probable, we may pronounce it to be pure speculation: even according to Captain Marryat's statements, the country would not reap the benefit of his system for forty years at least. Now considering, he says, in the exordium of his essay, moved thereto by the political working of England, that "he shall not be surprised to wake up some fine morning, and find that

H. M. has posted off to Hanover, that the several heads of the House of Lords adorn the several lamps in Regent-street," he may save himself, we think, the trouble of legislating for us half a century hence. Our institutions are good; the disposition of rank in our ships is excellent; the division of duty admirable—so let them remain. The only innovation for the last century, the appointment of commanders to line-of-battle ships—is generally pronounced to be a failure; chiefly made so, however—for *the principle is good*—by it not being imperative that a line-of-battle ship shall bear an officer of that rank. It is left to the discretion of a captain whether to have a commander or not, whereby the old distinction of first-lieutenant being still kept up, and marked by additional pay, an ambiguity of duty is often occasioned, or rather, one person's duty is put in the hands of two. But why should a captain have the nomination of his second in command? We believe the custom—now considered a right—has crept in since the peace, certainly not to the advantage of the Service; for we maintain, under every point of view, that the second officer of a ship of war should, as far as his situation is concerned, be independent of the captain—that, in fact, he should owe his appointment wholly and solely to the Admiralty. To give reasons for this would be like dealing in truisms, so apparent must they be, and are, to the majority of the Service. A colonel does not appoint his major!

We repeat that any plan for saving the country so large a sum on a subdivision of a public department is worthy of attention; at all events, it is remarkable for the politico-economic talent it must embody. But are Captain Marryat's statements conclusive?—He brings figures to his aid, therefore who can doubt? Steer clear of figures as you would of rocks, unless you are inclined to survey them. The facility of persuading with them—the certainty that most persons regard them as convincing arguments, are valid reasons for *pressing* their services. We know their delusive influence, we know that a few lines of the little Arabian characters are generally more attended to than a chapter of sound reasoning, and, therefore, is it surprising if, when a reference is not at hand, we should be tempted to quote from memory?

Thus our cotemporary, in order to make up his sum total of midshipmen, gravely informs us that 616 of them are "walking the beach and sniffing the gale for gin." Were the regulations, as he says, two midshipmen to each lieutenant, there would be 800 so employed in wearing out shoes. But the fact is, and the Captain no doubt will be surprised to hear it, there is not one midshipman on the beach, nor has there been for several years. The Admiralty at length saw that gin was not a sufficient attraction to reconcile their youthful minds to an irksome and degrading duty, neglect of which might compromise an honourable career on the quarter-deck: 616 midshipmen walking the beach in the year 1835!—they must be the ghosts of those gone by.

So much for Captain Marryat's figures! And on the credit of such authority—to which will be granted a due converseance with naval affairs—a discontent-sowing innovation, may be thrust upon the Navy; and for what?—for the problematic chance of benefitting the country two generations hence. And as changes in our service generally depend on landmen, who can scarcely be expected to view the subject in all its bearings, it could not create surprise, if, on seeing a promised re-

duction of 332,000*l.* a-year, they should at once adopt the plan, sanctioned, however erroneously, by the name of its ingenious author.

Again,—after being facetious on the Admirals, the gallant officer gives us another *figured* mis-statement. He says, *in the text* there are 208! admirals on the list; he does not mean to include the retired admirals, for he talks of employment for them in the same sentence. It is true, *in a note* he admits that since he wrote the article the number has been reduced to 165. In what year then was the article written? For on January '1, 1835, the list contained only 144. No promotion has since taken place. So, giving him the advantage of his amendment, which it is hardly fair to do, and not reckoning the deaths that have occurred between January and September, 1835, he would still be 21 out of his reckoning. Where does he find out that the average age of the admirals is 76? Some years hence it may be so; but *now* 10 years less is about the mark.

He further acquaints us that he was the means of getting at their respective ages. So he had of examining the Navy List! So he had of knowing how many midshipmen are on the beach!! He flatters himself, apparently, with having exclusive sources of information. We can tell him that every clerk at the Admiralty may obtain the same with ease, approximately, by referring to the dates of the admiral's first commissions. Why does he further decry them—for the hasty addition of 10 years to their actual age is detraction—by holding out one as an exception? Why should he declare Sir Edward Brace to be the “freshest man among them?” We well know Sir Edward, who is everything his country can desire; and we love to honour him to the full as much as our cotemporary: but do all others pale in his rays? We will not be invidious: we will not mention names of which England may be proud, not alone for past services; but we venture to say there are 20 on the list of admirals that will bear competition with any 20 of the 140 senior post-captains whom the “Metropolitan” proposes shall get brevet rank forthwith on account of the *superannuable* state of the admirals. Reasons for this are evident to every impartial mind. They may be 10, or 15, or 20 years older,—they may have severer bodily ailments (though to see how many of them enjoy life we should not say so),—but they possess that which would make up for even a greater difference of age, viz., *experience*. Actors throughout that eventful period of our naval history, when we fought for the sovereignty of the ocean,—when every year of sea-life was one of fresher excitement and keener enterprise, calling forth man's energies and ripening faculties, which might otherwise have lain dormant,—they imbibed the very spirit of the art—the genius of it—profession became part of their being.

No after relaxation could weaken the effect, and therefore situations calculated to try the nerves of younger men, are to them familiar, unforgotten scenes, and the resources adapted to the moment recur to their minds as readily as the tales of our boyhood. Confident in himself, experience for his guide, the veteran is unruffled in the hour of trial. His intimate acquaintance with the subject saves him an unusual exertion of mind. Conscious when all is done that may be done,—of the extent to which danger may go,—he sleeps tranquil in his cot at times when his juniors would be ill with anxiety, because not having the same knowledge to rely on.

Our best lessons in seamanship have been gained from admirals under whom we have had the honour of serving *within the last ten years*. Vigour of mind and body,—the most harmonious union of which is said to exist, in the generality of men, between the ages of 40 and 50, some attain it earlier, others prolong it indefinitely,—will, we grant, supply the absence of experience in times of excitement. The converse of this applies to our present admirals. Less favoured, however, by opportunities of service, exposed on the other hand to the professional idleness and slow advancement of a long peace, our senior captains can hardly be said to take either side of the question. Employed, chiefly, only during the latter years of the war, a period of an enjoyment of triumph—of the wearing of laurels, when infinitely less attentions, be it observed, was paid to the essentials of a man-of-war than now; and since 1815, their life has been necessarily passed on shore; or, if afloat, in making passages with the ease of cabin passengers.

Captain Marryat deplures the prospects of our Navy with admirals so advanced in life. Could *they* remain *in statu quo*, there would not be so much reason for regret. But they must pass away; and by whom, according to the present system, or even according to the plan of the "Metropolitan," are they to be succeeded?—By men who, in a few years, will be as old as they are now, with incalculably less experience and practice. This will never do. No—there is but one remedy to the evil: Captain Marryat knows it as well as we do. Why does he not approach it boldly?—show the cure—and not offer an insufficient palliative in the form of a brevet?—And that is, to empower the Government to choose admirals indiscriminately from the *whole list* of captains*,—no longer to abide by the absurd and unjust rule of seniority.

Name any probation: say that a man must have commanded a ship six, eight, or ten years; but that completed, let the Admiralty have authority to lay their hands on any captain and make him an admiral. That the country will benefit by this change no person will have the hardihood to deny: that merit will oftener be rewarded is certain; and that injustice will, in many cases, be amended, we will take on ourselves to show. No more cunning mode of securing the interest of men of family was ever devised than that by which promotion in the junior ranks entirely depends on patronage,—in the senior ranks on length of service. By it, the fortunate youth, on attaining post-captain's rank, may turn round and say to the thousands over whose heads he has jumped, "I am safe, you cannot overtake me: do what you will—fight, toil, make the four quarters of the world ring with your fame,—you must still remain behind me. I am safe: do what I please, I must be an admiral. It takes thirty years to get through the list; of these I must be six years afloat; the remainder of the time I will revel, travel, enjoy life on shore; what need I care, *I must be an admiral*." And is not this acted up to? Do we not see men every day taking the command of ships after being 15 or 20 years ashore, buried perhaps in a provincial town on the continent, or busied in occupations no ways savouring of the sea? And for the sole merit of living a certain number of years, they must become admirals!

* See our article on "Superior Naval Promotion," in the number of this Journal for July, 1835.

Where is the reason, where is the justice, that Captain A. or Captain B. can never reach his flag, because he attained post-rank a few years later than others? His services may be most brilliant, his talents acknowledged,—he may be pointed out as a person every way qualified to command a fleet, yet he can never hope to do so, simply because he will be 70 or 80 years old before he arrives at the top of the list! As long as it required from only 15 to 20 years to get through the list, the custom, though most unjust towards individuals, was not positively injurious to the country. Now that it takes 33 years, it is destructive to the Service, and a national evil of great magnitude. Stay! we hear a voice—a loud united voice—from half the captains, crying “Shame! shame! *thus* to slight the merits of old officers,—*thus* to treat their long services!”

Pray, we would ask, did they thus feel, thus speak, when they leaped over the heads of lieutenants by thousands, of commanders by hundreds? We need not ask it—we know they did not. Where, then, will be the injustice of passing *them* over? Even if family interest alone were to be consulted in the promotion of admirals, it would still be retributive justice; but we feel certain that when it comes to the question of *choosing* men to command our fleets, merit will not be overlooked. This will be felt by the Service at large, and it will be an inducement to exertion, to acquiring a knowledge of the profession,—which is wanting *now* to the captains of the Navy. The dreary prospect of being a captain thirty years or more, strikes the most ardent, the most fortunate, with dismay. To those who are later in attaining post-rank, the next to impossibility of becoming admirals is, of course, yet more disheartening. Taking the next twenty, and the next thirty years, we learn with mathematical certainty who will then command our squadrons; that is, if the present system be adhered to: those who have gained their post-rank young, and they will be selected solely on account of their comparative youth. If, therefore, Captain G., and Captain M., and Captain H., &c., must have our fleets intrusted to their care at the age of 60 or 70, will it not be much more rational, and much more beneficial to the country, to put them in the way of having these commands when they are twenty years younger? This proposition is unanswerable.

We have put it in the most invidious light; we have stated the question on the supposition that the same patronage that made these men captains would be still exerted, and with effect, to make them admirals, be they fit or not; and it appears, even in that case, we should be the gainers, in their being so much younger. But there is a wide difference between putting a man in charge of a ship, the loss or bad discipline of which would be of little consequence, and giving him command of a fleet. The influence that may demand that a young man be promoted to the rank of captain, might be deterred from asking an admiral's flag for him: the Minister that would grant the former favour, would not dare, in some cases, to concede the latter. Open the way to merit, and we may be sure that the Government will make use of it at times. Occasions that called forth a Wolfe, a Nelson, may arise again; but, alas! according to our beautiful system, no Wolfe, no Nelson, could now be employed so as to be useful to their country on a large scale.

We are not fond of copying from the French, but we must say that their scale of naval promotion is worthy of adoption by any country: we will explain it in a few words. Midshipmen become lieutenants, two-thirds of them by seniority, one-third by merit, (for merit, read interest). Lieutenants are made captains, one-third by seniority, two-thirds by merit. And then from the whole body of captains the government selects the admirals at will. Was there ever a system so perfect yet so simple? so adapted to reconcile the exigencies of the state with the expectations of individuals? so calculated to make the pretensions of birth and influence harmonize with the rewards due to services? We need not say a word further in explanation of it; its merits must be apparent at a glance.

Let this plan be taken up by our Admiralty, and a real saving will be effected far greater than by the mode proposed by Captain Marryat, at the same time giving satisfaction. The reduction, however (passing over, as inconsequential, the misplacement we have noticed of a few figures), aimed at by that officer, we pronounce, and it is clear *on his own showing*, to be impossible to attain in any degree. This is a curious part of the article; it shows how a clever man may fall into a net of his own weaving. With becoming indignity he exclaims at the cruelty of obliging so many midshipmen to serve on with scarcely hope, some at length driven out of the service in disgust, others struck down in it broken-hearted. But what remedy does he propose? Can it be written? By increasing the number of midshipmen, and circumscribing promotion! Most paradoxical this, nevertheless it appeareth in the page of the "Metropolitan." "Three thousand one hundred and fifty-two mates and midshipmen are the number allowed to man our Navy; and," saith Captain Marryat, "we cannot do without them;" at the same time he takes off considerably from the sum total of officers. Would ye narrow the bed of a river while deepening its fountains? Fortunately the Admiralty are acting on the more humane system—pity they had not commenced it earlier—of diminishing the supply of midshipmen, making it more consonant with the demand; so that we have no hesitation in saying the prospects of that class are improving, and will continue to improve yearly, provided they be not cursed with brevet rank. This does not agree with Captain Marryat's statement, which holds out a most deplorable prospect. He says, "145 young gentlemen" enter the service every year. Now this appears to be another hap-hazard assertion. We much doubt if more than half that number are entered into the Navy annually; and even that is too many to ensure all having their promotion within a reasonable period. Captain Marryat thinks we cannot do without an immense number of midshipmen; "It is astonishing," he says, "how much the discipline suffers from the want of midshipmen: if we wish to keep the service in any way efficient we must enter these young men," viz., 145 a-year.

Now we cannot see, and we thought the same when we were midshipmen, how the service gains by a state of things through which the best men in the ship may be hourly exposed to be teased and reprimanded by an ill-tempered, hot-headed boy, who can have no idea of the moral responsibility he incurs, and who deems it a feather in his cap if his complaints bring a man to punishment; conceives himself aggrieved, and declares the service is going to hell, if his little authority

is not upheld by the lash. Yet it must be upheld as long as they are considered to be, as Captain Marryat says they are, "the link between the officers and men, which, if not complete, the chain of discipline would be broken." This is the labyrinth in which we have hitherto wandered. This, the supposed necessity of having so many midshipmen, is the real bar to an effective and encouraging promotion—the two are irreconcilable. And why are they considered so necessary? Because they perform the same duty in the Navy that falls to the non-commissioned officers in the Army. Why should not those duties be intrusted to the petty-officers of a ship? Why should not a petty-officer be considered equal to the charge of seeing a few stanchions polished, a deck washed, of carrying a purser's steward or an officer's servant on shore? Why should not a petty-officer be equal to the task of counting over the shirts and stockings, of seeing that the hammocks are properly scrubbed, of a few of the seamen? We maintain it only requires that—the feeling that they may be intrusted to perform trifles without the superintendence of a "young gentleman"—to put them on a footing with their military brethren. They would then prove, as in the Army, the true and sure connecting link between the officers and the men. Midshipmen cannot be that link with efficiency; they are nearly as much separated from the men as the officers are; equally so in their habits and mode of thinking. We are constantly wondering at the distinction between our petty-officers and non-commissioned officers (to go no farther) of Marines. God bless us! do we do anything to give them self-respect to add to their moral apprehensions? Make the situation of some importance, and we shall have men fitted to it. Drunkenness would disappear from that class, as a first consequence, and the example might lessen the vice among the crews.

This plan being acted on, the necessity of having so many midshipmen—3152, as the correct number according to Captain Marryat—at once ceases. The supply may then correspond exactly with the demand. No matter how many ships are in commission, we shall have occasion for no more than a fixed number for the whole Navy. If a ship have none, it will be of no consequence, or an extra lieutenant may be appointed to her; though, by allowing fewer to be borne on each vessel's books, a wider distribution may be made. Midshipmen will then be on board simply as *élèves*, learning to become officers. We shall not be told, now-a-days, that the above-mentioned duties are indispensable to a nautical education. No man that gives a moment's reflection to the subject but what will scout the idea. It is a singular fact that the duties prescribed to a midshipman are precisely those which he never has to perform afterwards; those on which his own credit, the safety of ships, &c., depend, he may make himself competent in or not as he pleases. We would ask any officer for what he was oftenest reprimanded as a midshipman?—was it not for some such trifle as a deck not being duly swept in his watch, a scupper being choked, a steward being kept waiting on the beach? Was he ever brought up for not paying attention to the trimming of sails, to the stowage of anchors, to the receiving of guns, to the staying of masts, to the inclination of a vessel under sail, to the observation of heavenly bodies, to the practical navigation of the ship, to the charts of the coasts he is on, to geogra-

phy, to drawing, &c. ? Such *trifles* are generally attended to, studied, learned, *at the will of the individual!*

This, we think, will suffice to show that the Service will not be ruined, nor the "young gentlemen" make less capable lieutenants, even though the superintendence of scrubbing, polishing, counting clothes, &c., be taken from them and given to the petty officers—they will not lose by the privation; the latter will decidedly gain; and the Service will be clear of a stumbling block.

We see no other way of getting over the difficulty. If, in the event of our Navy being increased, our ships be filled up with midshipmen, we shall again light on the horns of the same dilemma from which we are now smarting. Either we must again have an overgrown list of lieutenants, or we shall have to act unjustly towards the midshipmen. People talk of restricting the list of lieutenants, of commanders, and of captains, to a certain standard. They begin at the wrong end. Confine the entry of midshipmen to a given number; the number wanted may be fixed to a unit; and the other classes must of necessity be in conformity with it.

The concluding paragraph of the "Metropolitan" article, reflecting, by a sneer, upon the sister Service, is too flippant and ill-judged to have emanated, as we believe, from any other motive than the haste of composition, and shall therefore be passed by us in "expressive silence."

ON MORAL COMMAND.

BY LIEUT.-COL. ROLT.

THE following are portions of a MS. Treatise likely soon to appear in a separate form, and placed at our disposal by its zealous and gallant Author, as a contribution towards the means by which discipline may be maintained in the army under the actual and growing relaxation of the salutary penalties heretofore enforced in his Majesty's service, and of late so rarely, if ever, abused. Though not going the length of coinciding on all points with Colonel Rolt, we consider his observations to be connected in their general tendency with the remarks offered on many occasions by ourselves, and especially in our leading paper of the present month. We therefore submit them, in conjunction with those and other suggestions, as an aid towards the modified practice arising out of the pressure of present circumstances. We especially call attention to the remarks on drunkenness. It is needless to add that, if generally practicable with the present materials of the service, no mode of governing the army could be more congenial to our own sentiments as well as to those of every gentleman holding his Majesty's commission, than that of "moral command."—ED.

COMMANDING OFFICER.

I shall commence this little treatise with him who is, in reference to his regiment, the Alpha and Omega, the beginning and the end, with him in whom the vital principle is centred, and through whom his corps breathes, moves, and exists. To his superintending watchfulness and care are intrusted by his sovereign the destiny of those in whose happiness and well being their gracious master takes a deep interest; and if

no other actuating principle impelled officers holding their king's commission to a faithful and just performance of their duty in regard to their men, surely the recollection that their sovereign is interested in the comfort and happiness of his soldiers, will be a sufficient impulse to call forth the energy and zeal of all, but more particularly of the honoured few placed in command.

Exclusive, however, of every other consideration, it must be the *interest* of officers to make their soldiers happy and contented; and if such, then, be the case with officers generally, how much more imperative should the call be felt by *commanding officers*, on whose administration of the powers intrusted to them absolutely hinges the happiness, the character, indeed, I may say, *the very existence* of their regiments? What a responsibility! What a trust! How shall I describe what a commanding officer ought to be in more appropriate language than in that used by the historian when describing the Chevalier Bayard, that he was '*sans peur et sans reproche*'? So should be the commanding officer of a regiment. Like also to Sir John Moore, a commanding officer should live amongst his men. I do not mean by this to recommend a teasing interference, or an over-officiousness, yet he should seem, as if everywhere, and yet never out of place.

He should also be ever morally present, for in all that his soldiers do, and in all that they may contemplate to do, the suggestion should be uppermost in their thoughts—Will the colonel be pleased? Will such a line of conduct meet his approbation? Will such an act tend to promote the credit of my regiment? If once this feeling became general, no doubt need be entertained of such a corps reaching a state of great excellence; but to gain this moral influence over the minds of his soldiers, a commanding officer must not sleep upon his post. He should be up early. He should retire late. His whole soul should be wrapped up in his duty. Every other consideration, compared with the glory of his regiment and the good of the service, should be in his estimation '*as dust*.' No labour, no pains, no privations, should ever be permitted to weigh with him when the good of his soldiers is at stake; and to save them from punishment, by standing between them and the commission of crime, should be the never-ceasing object of all his exertions, of all his thoughts. It is by such a line of conduct that he will acquire that *moral influence* before adverted to; and happy must be the regiment, so commanded—happy, thrice happy, the commanding officer who, when thus enthroned in the affections of his soldiers, guides them as it were with a silken thread, but at the same time commands more absolutely than if his authority were backed by the impending terrors of a thousand instruments of punishment. The soldiers soon find out who are their friends, and soldiers are not ungrateful towards the superiors who are kind to them. The strictest discipline may be maintained without asperity. We have had many instances of this as well in the naval service as in the army. In the former had we not a Nelson and a Hoste (and Sir William Hoste was, in disposition and noble bearing, the counterpart of his great chief); and who as a sailor ever achieved so great glory as Nelson did?—who ever so won the affections of all ranks 'by the complacency of his manner, by the never-ceasing interest he took in the happiness and comfort of his men?' In the army had we not a Duke of York, a Wellington? Have we not a Hill, a

Kempt, a Barnard, a Colbourne, a Blakeney? And were ever regiments more brilliant in the field, more gallant in their bearing upon all occasions, more regular in quarters, more entirely what British regiments ought to be, than were the 90th and 81st regiments, the 1st battalion of the Rifle corps, the 52nd Light Infantry, and the 7th Royal Fusiliers, when those corps were respectively commanded by the distinguished officers before named? And never in our service have there been commanding officers more beloved, more respected, or more feared by their men than they were; but it was the fear of offending their commanding officer, not the dread of punishment, which influenced the soldiers' conduct on all occasions.

'I have said, Had we not a Duke of York? We had, and I fear

'We ne'er shall look upon his like again.'

When we speak of the glories of the British army, we should put the question, 'To whom are they principally attributable?' I say to that great and excellent Prince, to that most amiable of men, the late Duke of York, who from a chaos made the British army what it is at present. To his Royal Highness's fostering care the soldier and his family owe almost every comfort they enjoy; and to his Royal Highness's unwearied devotion to the duties of his high office, do the officers of the army in a great degree owe their excellence. Never was there a great Prince more intimately acquainted with all the details of the service—never was there in any rank an officer more conversant in regard to all the minutæ of a soldier's equipment, and of the first rudiments and groundwork of his instruction. I certainly was surprised as well as delighted, to find (during some interviews at which I had the honour of being present at York House in 1825 and 1826) that a great Prince, the heir-presumptive at that time to the throne of this mighty empire, should have given his mind so much to the acquiring of a practical knowledge of all the little points upon which even many regularly-bred regimental officers are not so well acquainted. It appeared to me at the time that his Royal Highness could have taken a squad of recruits and instructed them as well as any drill-serjeant. Indeed, on every point, even to the placing of the fingers in the Manual and Platoon Exercise, his Royal Highness appeared perfectly at home.

Why, it may be asked, do I thus enter into trifles? My answer is, because I wish to hold forth to the officers of the army the bright example of their ever-to-be-lamented Prince and chief, who condescended to learn the A B C of the profession, in order that he might be able to direct, to instruct, and to improve others. With all this knowledge, how delightful it was to witness the undeviating urbanity of manner which ever marked his Royal Highness's deportment? And of what other—Prince I will not say,—but of what other gentleman in England, or in any other country, could it be said, what I once heard stated by that amiable and excellent man, Mr. Francis Dighton, who for a great number of years held the situation of private secretary to his late Royal Highness, which was, that he had been for five and twenty years in intimate and daily communication with his Royal Highness, and that during the whole of that time he had never heard his Royal Highness say an unkind word *even to a servant*. Let this sink deep in the minds of us all. Let us emulate so bright, so worthy an example, particularly in our intercourse with those who may be placed under our

command, for thus we shall be sure to acquire the love and affection of both officers and men, and thus be able securely to calculate on all standing by us in the hour of danger, privation, and trial.

I must not close this allusion to the professional knowledge, urbanity of manner, and zeal for which his Royal Highness the late Duke of York was so distinguished, without offering my humble tribute of respect, and I trust I may be permitted to add 'affection,' to the memory of one of the most devoted servants that a mighty Prince ever placed confidence in—one who long and zealously held the arduous post of military secretary to the Commander in Chief—one whose whole mind and soul were absorbed in the good of the service, and whose health and life ultimately became a sacrifice to his devotedness to his duty—one, of whom, even amongst the high bred gentlemen of England, it may be said, in regard to politeness of manner, what Buonaparte said of Marshal Ney with reference to his bravery, 'that he was the bravest of the brave.' So may it be said of the late Sir Henry Torrens, for he it is to whom I allude, that he was the gentleman of gentlemen. * * *

Have we not a Wellington? We have, and may he long be spared to us!

It is not for my diminutive powers to attempt to speak of, or describe, the actions or the character of the Duke of Wellington; but nature is perishable, and even *the Duke of Wellington* must one day cease to breathe, but his memory will never die. His brilliant example, till time shall be no more, will be a bright star in the military horizon to guide and cheer the souls of future heroes. The recollection of his deeds, the knowledge of the difficulties he surmounted by perseverance and unrivalled firmness of purpose, the victories he achieved over the most redoubtable captains of the age, the last and greatest of which was that of Waterloo, will cheer them on—that victory, when with an army certainly inferior in many respects to that which his Grace commanded in the Peninsula, and also *much inferior* to the enemy in regard to numerical strength, his Grace's genius triumphed over, and utterly discomfited, in fair and open fight, that extraordinary man, who, but for the Duke of Wellington, would now, perhaps, have been the tyrant of a world enchained—would now have been the arbiter, the dispenser of the destinies of our own dear country—would now have been culling the beautiful daughters of these favoured isles, to distribute them amongst his old generals and favourites*.

These are truisms which should ever be uppermost in the minds of Englishmen when speaking or thinking of the Duke of Wellington, for had it not been for him, we should ere now, perhaps, have been a conquered people, paying tribute to a foreign despotism.

A great deal in the present day is said about the load of taxes under which we groan, the immense national debt which weighs us down, and in this age of retrenchment and economy, there are cavillers even about the pensions granted to *the conqueror* and his companions in arms who saved us from the foreign yoke; but so base and mean a feeling is confined within narrow limits, for the great majority of the nation takes a just pride in the glory of our common country, and rejoices to see its

* "It is said that Buonaparte, when at the zenith of his power, had lists of all the principal heiresses in France, who could only marry with his sanction, and thus he provided rich wives for the favourite officers of his army."

brave defenders honoured, rewarded, held high. May this ever continue to be the feeling of Englishmen ! and may the Prince, so well and so zealously served by his army and by his navy, be ever possessed of the power and means, equal to his will, of rewarding those who hold their blood, their lives at *nought*, when their *King's rights or their country's good* require the sacrifice of *either or of both* !

It would be ungrateful in me were I to omit, on the present occasion, my humble tribute of respect and admiration for the character and distinguished services of Lord Beresford, without whose assistance and support throughout the war of the Peninsula, even the Duke of Wellington could not have fought the battles, could not have gained the victories he did.

No one but the Duke of Wellington, and those officers who served under Lord Beresford in the Portuguese army, can form an idea of the difficulties which his Lordship had to contend with in the reorganization of that army ; and none but those officers can justly appreciate the extraordinary abilities manifested by the Marshal in controlling the evil spirit of a most corrupt and adverse government, and in new modelling and giving vigour to all the military institutions of the Portuguese nation. It was, indeed, a Herculean task, but zealously and manfully was it performed ; and through the energy of his Lordship, and the devotedness of the British officers who were attached to the Portuguese army, that army was raised in the course of a very short time from being the most despicable military force in Europe, to an excellence which enabled it to emulate the glory of its companions in arms, ' the British soldiers,' and side by side with them to combat and beat *the veteran armies of France*, led on and commanded by the most experienced generals of the day.

* * * * *

To return to the commanding officer. •

I consider it as much the duty of officers placed in command, indeed of all officers, to conciliate as it is to instruct ; to do all in their power to render the lives of those over whom they rule happy ; to make them contented, to make them fond of, and attach them to, the service. If we disgust, although we may instruct, we do but little in forwarding the well-being of that cause we all have at heart ; therefore instruction and conciliation, *when practicable*, should go hand in hand. Even the comfort and happiness of the women and children of a regiment should have due consideration ; and every fair indulgence that can be given to the good and well-conducted soldier, whether married or single, it will not only be humane to afford, but also politic to grant him. All punishments of a character likely to make men sulk should be avoided ; strict and impartial justice should be the leading attribute of power. No favouritism, no tittle-tattle, should be allowed to exist ; but an undeviating integrity of purpose should ever mark the bearing and deportment of the King's vicergerent, for such do I hold the commanding officer of a regiment to be. He is intrusted with a high delegated power : how careful he should be that that power be properly administered ! •

In regard to drill and instruction, never should he permit any harassing or vexatious system to be adopted in regard to either his officers or men. He must, of course, coerce where coercion be necessary ; but no

caprice, no teasing, should ever be permitted to weaken that *moral influence*, without which a commanding officer is but half himself. Let him, indeed, but possess the hearts and affections of his officers and his men, and little drill will be required—little punishment will be necessary. The *suaviter in modo et fortiter in re* will ever command obedience and respect, establishing a firm groundwork for the most perfect subordination and discipline.

OFFICERS IN GENERAL.

I shall not swell this little work by attempting to point out in detail to the several ranks of the officers of a regiment the various duties which appertain to each class, but I shall content myself with stating generally, that they cannot err if they be actuated by a sincere desire on all occasions to promote and forward the good of the service to the best of their abilities; that they contemplate the credit and well-being of their regiment beyond any consideration of a selfish or private nature; and that they support and carry into effect the orders issued by the commanding officer, whose will should be law, and to whose mandates all should be taught to pay the most implicit obedience.

Like unto the devoted affection evinced by that gallant hero, the late Sir William Hoste, at the battle of Lissa, to the memory of his once idolized chief, when, just as he was going to fire the first broadside, he unturled the inspiring and heart-stirring words, 'Remember Nelson!' so should the officers and soldiers of a regiment ever remember their commanding officer.

* * * *

THE MAJORS.

The Majors have only to follow up the orders and to tread in the steps of the commanding officer. To them, as next in rank, particularly belongs the duty of setting the example of strict obedience, of unerring integrity in all that they do; of looking after the youthful soldiers, whether officers or privates; of upholding the good, of discountenancing the bad, of correcting and turning the inconsiderate, of standing, as it were, between the thoughtless and the commission of crime, by a prudent foresight, by well-timed admonition.

THE CAPTAINS.

The captains should be each, in regard to his company, what the commanding officer is to the regiment, and each should so demean himself, that his subalterns, non-commissioned officers, and soldiers, should look up with the same devotion and respect as all should to the commanding officer. He should correct, when necessary, with firmness, but without asperity.

The soldiers should be encouraged to approach him when they may have any representation to make, and never be allowed to go away until a patient hearing had put their captain in full possession of all the particulars of the case. Prompt redress should be afforded if the decision be within the compass of the captain's authority; if not, no time should be lost in making the necessary representation to the commanding officer.

Every thing should be done to prove to the soldier the interest his

captain takes in his welfare; and a strict and impartial administration on all occasions of that most beautiful attribute of power—‘justice,’ will so attach the men to their officers, that the fear of offending them will operate powerfully in preserving the discipline of the regiment without the necessity of punishment.

That is again, that moral influence upon which I lay so great a stress. To prove how vast such a power is, I shall here mention a circumstance which occurred in the corps I commanded in the Portuguese service, the 17th Portuguese regiment.

‘One day on parade one of my captains informed me that a soldier of his company wished to speak to me. On the soldier being directed to come to the front, he told me that Serjeant Flano had wronged him and five other soldiers of money which he (the serjeant) had received for them. On further explanation, it appeared that two evenings previously this soldier and five others, under the command of Serjeant Flano, had been on guard at the theatre; that the theatre guard always had a compliment from the proprietor of the theatre, in the proportion of three shillings to the serjeant or corporal who commanded, and of one shilling for each private. The whole money, nine shillings, Serjeant Flano received, all of which he kept to himself, and had not given the rest of the guard anything. On my telling the adjutant to order Serjeant Flano to come to the front, the adjutant informed me that the serjeant had that morning gone on escort, and would not return until such a day. Upon that I said to the soldier who had made the complaint, ‘You have heard what the adjutant has said: Serjeant Flano is gone on escort, will not be back until such a day: when he does return the matter shall be inquired into.’

“The serjeant, I should observe, was a remarkably fine young man, and whose conduct and general bearing I frequently had occasion to praise. He returned at the due time; he heard of the *exposé* which had taken place; he was ashamed to face me; he got one of the soldier’s muskets, loaded it, took it to his room, and shot himself. Now it was not from a dread of punishment that the poor fellow made away with himself, for I scarcely ever did punish, according to the literal interpretation of the word, but he feared to encounter me. This is a forcible exemplification of that which I have designated *moral influence*.

SUBALTERNS.

The subalterns have only, in all things, to act up to the wishes and orders of his superiors. Youth is the time for laying the foundation for future fame. Honour and glory are not to be acquired without labour, without study, without devotion, without zeal; but all these qualifications are, at all events, within hope’s fervent reach, indeed within its *grasp*, if opportunity only offer; but to be prepared to turn such opportunity to account, the young officer should be ever dwelling upon his improvement in all that relates to his profession. He should even in his own room practise little evolutions, either on paper, or with pieces of card, or men; in fact, he should be constantly employed in some way or other likely to improve his mind or his body. All martial exercises should be encouraged; and fencing, running, riding, and swimming should be practised. Plain food, *early rising*, and every

thing that will tend to invigorate the mind and body, should be encouraged. Excesses of all kinds should be avoided, for soldiers should be careful of their health, though prodigal of their lives.

In regard to pleasure and amusements, I am a great advocate for recreation. I used to delight in seeing my young officers noticed.* I was always pleased to see them enjoy themselves; to see them at balls; to see them fond of hunting and of field-sports. All such recreations are invigorating; and I have generally found that the keenest sportsmen make the best soldiers, and the most polished manners are perfectly compatible with all the duties of an officer. I was, therefore, always glad to see my officers fond of female society, which is necessary to polish and soften the rougher nature of our sex. On this subject I would, however, caution my young friends against—I was going to say ‘the all-powerful blandishments,’ but I may say the alluring blandishments of the fair sex; and I would strongly recommend to their perusal what is stated by Cæsar in his Commentaries, where speaking of the physical strength of the Germans, he assigns as a reason for their great superiority in that respect over the Romans, ‘the forbearance of the men in early life,’ and the self-command which they exercised over themselves; that they never married until after they had attained the age of twenty, and that it was reckoned a *disgrace* ‘to indulge in the *soft passion* at an earlier period of life.’

How different is the practice of the civilized sons of the present day, when we see striplings, whose limbs and muscles are but half formed, entering into all the excesses of early dissipation; stifling, as it were, nature’s advances towards manly growth and strength, by prematurely dissipating those resources which she intended for the future sustenance and vigour of manhood!

On this subject of health I would strongly recommend a practice, which I am satisfied will be found not only to be greatly advantageous in preserving the health, but will also give energy and vigour to the whole frame—I mean the rubbing with a coarse towel every morning the whole body and limbs, and then with a sponge and cold or tepid water washing all over; after which another good rubbing will be necessary to dry the surface. I have done this from a very early period of my life, oftentimes twice a day; and perhaps in a great degree I may attribute to this practice the never having had pain or ache of any kind; and what is rather remarkable, I went through the Peninsular campaigns, from 1809 to the close of the war at Toulouse in 1814, without ever having been one day indisposed, one day inefficient, or one day absent from my duty. This is saying a great deal, when it is considered that we were in the field during the winter as well as the summer months, and that I was, during the whole of that time, a regimental officer, sleeping alongside my men, frequently on the wet ground, sometimes with tents, oftentimes without, and very often rising from the swampy earth with our clothes saturated with the rain which had fallen during the night.

Our friends in civil life little dream what soldiers undergo on service; if they did know, I think they would be more kind to us than they are.

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Before quitting my young friends, in whose welfare and professional

advancement I take a very deep interest, I am anxious to caution them against giving ear to, or imbibing that really stupid and unmeaning theory, 'that good luck has a great deal to do with the fortunes of mankind.' I have heard men say, 'What a lucky man, the Duke of Wellington is!' I have heard others say, 'What a lucky fellow Lord Beresford is!' 'What a lucky fellow Kempt is!' &c. &c. This I take to be: not only downright nonsense, but also downright injustice; for by such insinuations the zealous and hard-working officer would be robbed of his *real* merit, and which has been the *real* cause of his advancement and honour.

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NON-COMMISSIONED OFFICERS.

In regard to the non-commissioned officers and privates, I have only to remark, that they should consider the honour, the character, the good name of their regiment before any other consideration. When this spirit exists throughout a corps all will go on well: here the moral influence will predominate.

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Before I close this little work, I am anxious to say a few words respecting drunkenness in the British army; and I ask myself, 'Is there no remedy for the evil? and will the British soldier and sailor never shake off this revolting, this degrading habit?'

It certainly has always appeared to me a great error to issue rations of spirits to the army; many of the young soldiers will not drink the rum at first, but by degrees they get to like it, and thus we, as it were, induce them to drink, and afterwards we punish them for getting drunk. This is contrary to common sense and reason, and is unjust in my opinion, as well as cruel. Instead of such a practice, every effort should be used to give a contrary bias to our young soldiers. They should be made to feel 'what a degrading vice drunkenness is;' and from their very earliest breaking in, it should be impressed upon their minds 'that sobriety is a great military virtue.' If we could but instil these ideas into the minds of our soldiers, what else would be required to make the British army perfect? But all the noble qualities of our soldiers are often sullied, tarnished, blighted by drunkenness.

The horrors that occurred when Ciudad Rodrigo, Badajoz, and St. Sebastian were stormed, never would have been acted had our soldiers not been, as it were, mad by drink. The morning after the taking of Badajoz, I had myself a narrow escape of being shot by a drunken soldier. It was barely daylight, and I was riding up one of the streets of the town, on a horse that had been my property for nearly two years, when a soldier, whom I happened to overtake and who was drunk, suddenly accosted me, and said, 'Holla, fellow! where are you going with that horse? he belongs to my Captain.' The man had his firelock with him, and which I concluded was loaded. I replied, 'You are mistaken, my good fellow, this is not your Captain's horse; he belongs to me, I have had him a long time.' 'No, no,' he answered, 'he belongs to my Captain, and you must give him up to me, so get off of him; I am going out to camp, and will ride him back to my Captain.' Knowing that if I attempted to ride away the fellow would fire at me, I dismounted, and immediately seizing his firelock, I forced out the flint, and then told

the soldier that if he did not instantly march out of the town, through the gateway which was just in his front, I would go for a file of the main guard, and have him marched a prisoner to camp. He obeyed my orders, but grumbled, as he was going off, 'that I had stolen his Captain's horse.'

A little farther on an interesting Spanish girl, of about sixteen, claimed my protection; her ears were bleeding and torn down, which she told me had been done by some drunken soldiers, who tore the earrings absolutely out of her ears. Whilst this girl was speaking to me, I saw a very ridiculous occurrence: an English soldier was fast asleep on the other side of the street, and at about fifty or sixty yards from where I was at the time, with his head resting upon a bundle of what, I concluded, he had plundered, and all of a sudden a Portuguese soldier came out of a narrow lane, with a large stone, which he placed under the soldier's head, removing at the same time the bundle, with which he moved off very coolly.

The Portuguese and Spaniards are much more sober in their habits than we are, indeed it is a very rare occurrence to see a man of either nation drunk. I wish I could say as much of my own countrymen. A little farther on that morning I fell in with some ten or a dozen soldiers of the 88th regiment, who were sitting on the ground, with a cask of brandy before them; the head of which they had knocked in just as I came upon them; one said to another, 'Well, I don't think he is a Portuguese,' (for I was at the time in Portuguese uniform). I immediately said, 'No, my boy, I am not a Portuguese, I am a countryman of yours, I am an Irishman.' 'O faith, I thought as much,' he said, 'come now, then, take a drop of this with us; for although it is not so good as whisky, yet it is not bad stuff.' All my endeavours to get off without tasting were ineffectual, and I was obliged to drink success to old Ireland, and long life to the Lord Wellington. A curious anecdote I heard related of a soldier of this distinguished corps, the 88th, or Connaught Rangers. When Badajoz surrendered, we took the 88th French regiment prisoners, which so very much delighted the soldier in question, that he immediately went to a comrade who was close by, to inform him of the joyous news, namely, that of our having taken the French Connaught Rangers.

Foreign military writers have stated that, were it not for the vice of drinking to excess, the British army would carry the prize amongst the armies of the world. Is not this a reflection upon us all, I mean upon all who bear commissions in his Majesty's service? Surely we are not, as a body, deficient in that energy which is necessary in those who have to control, to guide, to direct, to instruct, *and to command*; yet how extraordinary it is, that drunkenness amongst our soldiers is, in most regiments, as it were, connived at, in consequence of the officers generally considering it beyond their power to control and put down the evil. It is the custom in many corps not to take notice of a man coming into barracks drunk, provided he keeps himself quiet, and goes to bed without making any disturbance. This practice I consider as being highly injurious to the well-being of the service, and as weakening that moral influence, which every rank should exert and hold over the subordinate ranks in the corps, and therefore it is highly objectionable to let even a

corporal's authority be weakened by allowing him, as it were, to connive or wink at any irregularity in a private soldier.

A great diversity of opinion exists amongst the officers of the army on the question of corporal punishment: some think that flogging might and ought to be done away with altogether, whilst others, and by far the greater number, believe that it is necessary to retain the power, although the more seldom that power be used the better. Upon this question it does not compete with my humble pretensions to give any opinion: but this I venture to assert, that if drinking to excess could be got under, and that our youthful soldiers were, from the moment of their first entrance into the service, *led to feel the imperative duty of refraining from drink*, we should not have occasion to waste much of our time in considering the question of corporal punishment in the army, for I am convinced, that in ninety-nine cases out of a hundred, where soldiers are tried by courts-martial, the irregularity, with which they stand charged may, either directly or indirectly, be traced to drink. I am sure that this horrid demoralizing vice may be combated with effect. I do not mean to say that the task of reclaiming a regular drunkard is an easy one; but still I think even a confirmed tippler may be forced to adopt a system more consonant with his own well being, as well as more congenial with that of the service; but it is with reference to young soldiers that better hopes await our endeavours, '*the nursery is the point to which all our regards should be directed.*'

What I should propose is, that in every corps there be established a court, consisting of a Field-Officer, two Captains, and two Subalterns, to be called the Court of Prevention, for the investigation of cases of non-commissioned officers and soldiers accused of drunkenness, *or drinking so as to render them in the least unfit for any duty*, and this court should have the power of stopping, for a limited time; (that time not to exceed twelve months,) a portion of the pay of the individual, *if found guilty*. To prove the offence, two witnesses should be required to depose on oath. The stoppages may be to the extent of, but not to exceed, threepence a day for privates, and non-commissioned officers to be dealt with according to the discretion of the court.

In the company defaulters' book, every soldier tried and found guilty by a court-martial, or brought before the Court of Prevention and found guilty, should be regularly marked off, and, on being discharged, a statement should be annexed to his discharge, showing whether, and how often, during the course of his service, he had been brought before a court-martial or before the Court of Prevention, *and found guilty*, and for every such time he should forfeit one penny a day of the pension to which his length of service had entitled him. I am decidedly of opinion that such a system would work most advantageously for the good of the service generally, as well as for the individual benefit of the soldier.

The Court of Prevention may be appointed prospectively for three or six months, to sit every Monday, when soldiers or others who had *forgot themselves* during the preceding week should be brought forward. A repetition of offence would naturally subject the offender to corrective repetition, and lists of the stoppages should be forwarded along with the monthly returns. In order to give weight to, and strengthen the authority of, the commanding officer, it would perhaps be desirable

to empower him to pardon, whenever he thought proper, the individual sentenced by the Court of Prevention to be mulcted of a portion of his pay; but this power should be used with great discretion, and whenever exercised, the reason for such clemency should appear in the defaulters' book, and if the individual so pardoned should at any future time be convicted of the same irregularity, the court would be justified in awarding a reduction of pay proportionate to the ungrateful return made for the former kindness of his commanding officer. All deprivation of pay should be for *even* periods, to commence from the first of the ensuing month, and not to be for a less period than for one month.

The Court of Prevention may also be empowered to take cognizance of such offences as require the application of part of the pay of the individual to make good any deficiency, such, for instance, as the selling of, or making away with, or losing any of his necessaries, or to make good any loss which he might have unjustly caused another person to suffer; but the pay so ordered to be stopped, being for a specific purpose, and not as a mulct, the names of such individuals should not be included in the lists before adverted to, as accompanying the monthly returns.

ROMAN ROADS.

THE following Notes on the remains of antiquity at Silchester, and on the existing traces of the Roman road thence to the station "Pontes" on the Thames, are the result of a recent attempt made by the officers studying at the Senior Department of the Royal Military College, of which we last month gave some account in our Report of the late Half-yearly Examinations at that Institution. These investigations were made in conjunction with Mr. Wyatt Edgell, a gentleman of antiquarian pursuits residing near Egham, to ascertain the site of the Roman station "Pontes" on the Thames; and we gladly direct the attention of our readers to so interesting a subject of research; confessing ourselves at the same time not without hope that the example here afforded may induce some of the individuals of scientific and lettered tastes, with whom we are proud to think that the British Army now abounds, to occupy the leisure of home-quarters or half-pay in similar investigations. To the results of inquiries originating in the generous spirit of intellectual exertion, and tending to increase the general stock of practical knowledge, both on civil and military antiquities, we beg our comrades to be assured that the pages of this Journal shall always be cheerfully opened. There is scarcely any portion of our island which does not afford materials for such researches, of the highest interest and value; nor is there any branch of antiquarian inquiry to which the topographical science of our profession may be more suitably and gracefully applied than in the effort to delineate the traces and to preserve the memorials of those great military works by which the masters of the ancient world have left the deep impress of their arts and their arms on our land.

In order to render the reader conversant with the elements of that admirable system of which a remote ramification is traced in the following pages, we prefix a sketch of the nature and distribution of ROMAN ROADS. Under this general head we shall, on future occasions, resume

our notices of a subject so interesting and appropriate to the United Service.

The Roman Ways had three distinct denominations :—

1. The *VIA* included every sort of personal action or transport, *eundi, et agendi, et ambulandi*—in carriage, on horseback, or on foot—*sic quâ vehabant viæ dictæ*.

2. The *ACTUS* was of inferior accommodation, and corresponded with our cross-road, derived from *agere*—*Actus quo agi poterat—quo pecus agi solet—agendi vel jumentum vel vehiculum*.

3. The *ITER* meant only a foot road, or what we term a bridle-road, for horse or litter—*quâ ibant ab itu Iter appellarunt—qui sellâ aut lecticâ vehitur ire non agere dicitur*.

These were subdivided into the *Semita* (*semi-iter*), the path of men ; *Callis* (*à callo pecudum*), a sheep track ; *Trames*, a crossway, connecting one street or road with another ; *Diverticulum*, or *Divertium*, a branch from the consular or great road, diverging to places in its vicinity ; *Bivium*, the fork or meeting of two ways ; *Compitum*, a meeting of several ways, as *Trivîæ, Quadrivîæ, &c.*

The *VIAE* were styled Public or Private—of the former class were those the site or soil of which was public property ; of the latter, those the use of which alone was public, the soil being private property.

The *VIAE* called *Vicinulæ* were also considered public, because they led to or were in the *Vici* or streets. The public *Via* were named *Consular* and *Prætorian*, while the private were styled *Agrarian*. To the public or consular ways must also be added the *Via Militares*, differing from the *Vicinales* inasmuch as they had a distinct object and determination, either at the sea, in the cities, the great rivers, or another *Via Militaris*.

While the Greeks employed themselves in strengthening and decorating their Ports and Cities, and in fertilizing the soil, the Romans excelled in the construction of Roads, Aqueducts, and Cloacæ. The first great paved road was the celebrated *Via Appia*, which, having rudely existed before, was reconstructed and paved on a perfectly novel plan by the Censor, Appius Claudius, surnamed “Cæcus,” about the 442nd year of Rome ; to him the Republic was also indebted for its first aqueduct—the *Aqua Appia*.

The Roman *VIAE* were elaborately constructed ; still, their comparative width, seldom if ever exceeding twelve feet, to a modern eye seems disproportioned, though, in fact, sufficient for the intercourse of their ordinary vehicles, the average breadth of which between the wheels appears to have been about four feet.

The paved Ways, whether laid down with stones in polygons or squares, were called *Via Strata*, hence the modern term *Strada*. *Silice* [hodie *Selci*] *sternere* was applied to irregular polygonal pavements of basalt or very hard stone, and *saxo quadrato sternere* to that done in softer stone, as travertine, peperine, &c. The Forums were generally paved with the latter. Isidorus says (“*Originum*”) “*Primum autem Pæni dicuntur lapidibus vias stravisse : postea Romani eas per omnem pene orbem disposuerunt propter rectitudinem itinerum et ne Plebs esset otiosa.*” “*Plebs*” probably also applied to the legionary soldiers and their allies, employed on those works in the provinces.

Caius Gracchus was the first to graduate the roads by placing mile-stones [*Lapides* or *Milliaria*] on their borders. The *Milliarium Aureum*, established by Augustus in the Forum, was not therefore the origin of this practice, but served rather as a monument on which were recorded the *measured terminations* of all the roads of Italy—"πασσι τελευτωσιν." The reckoning of the distances of "*Millia passuum*" on the *Via* commenced from the gates; the *first* milestone of the *Via Appia*, found in a vineyard, one Roman mile from the ancient *Porta Capena*, now stands on the balustrade of the Capitol.

The Roman *VIAE* in Italy, with their branches, amounted to thirty-two. The countries subdued by the arms and civilized by the arts of that people are covered with the traces, more or less distinct, of the elaborate communications by which these objects were effected. We now proceed to the immediate subject of this paper.

Few questions admit of a less conclusive exercise of the judgment, than the inquiry concerning the sites of the Roman stations, and the directions of the Roman roads in this country; partly from the inaccuracy of the ancient measurements, the disagreement among the numbers expressing the distances between the places in the different itineraries, and the probable errors which, in the transcription of the numerals, have found their way into the copies of those works; but chiefly on account of the small number now remaining of historical documents, relating to the places and roads, and the uncertainty of the indications afforded by local circumstances. In fact, many of the stations mentioned in the itineraries entirely baffle the skill and industry of antiquaries, and the positions assigned to them can only be considered as dependent on hypotheses possessing no advantage over others which might, with an equal degree of probability, be proposed.

The above causes of uncertainty particularly affect the stations in Berkshire and the neighbouring county of Hants, though lying on the great lines of communication between London and the western division of the island; for though numerous remains still indicate the former presence of the conquerors of the world, yet no inscriptions have come to light, which reveal the appellations bestowed on the spots where those remains have been found. At Wallingford, for example, though the ancient works attest the strength and importance of the position, and though many coins of the later Emperors of Rome have been disinterred, no hint can be gained concerning what it is of most importance for us to know—the denomination borne by the place itself, while it was garrisoned by the troops of the empire. We are equally ignorant of the name by which the Romans designated the station which, since the Saxon times, has been called Silchester, an ancient town situated within the border of Hampshire, and the chief seat of the *Segontiaci*, at a period probably long before that at which the Imperial legions invaded the shores of Britain.

One of the two stations, *Vindonum* and *Calleva*, both of which occur in the itinerary of Antoninus, is generally believed to refer to the town in question. The former place denoting, by its name, a locality adapted to the growth of vines, which are said to have been introduced into this country in the time of the Emperor Probus, the opinion maintained

by Dr. Stukeley and Mr. Salmon, that this station is identical with Silchester, may seem to be in some measure warranted by the fact, that an estate in the neighbourhood bears the name of "The Vihe*." But as, in the twelfth and fifteenth itinera of Antoninus, the distance between Calleva and Vindonum is stated to be fifteen miles, which is nearly the distance between Farnham, in Surrey, and Silchester; and as, in both itinera, the line of the road is from Calleva, through Venta Belgarum, or Winchester, that is in the direction of a line passing through Silchester and Farnham, we have one argument in favour of the opinion that Vindonum designates the latter of these places rather than the former.

In the seventh iter of Antoninus, the distances from Venta Belgarum to Calleva, and from Calleva to Pontes, are stated to be twenty-two miles each; and as the last station is admitted to be on the Thames, somewhere between old Windsor and Chertsey, these distances, allowance being made for the difference between Roman and English miles, are consistent with the opinion that Calleva coincides with Silchester: this opinion, which is sanctioned by the names of Horsley and Ward, is confirmed by the near agreement of the distance between Calleva and Spinæ, in the thirteenth and fourteenth itinera of Antoninus, and in the twelfth iter in the work of Richard of Cirencester, with the known distance from Silchester to Speen, on the line between the former place and Bath. It may be stated that the distance of Calleva from London, which by Antoninus, and by Richard in his fifteenth iter, is made equal to forty miles, affords additional evidence in favour of the same hypothesis; though it may be proper to observe, that the site of Calleva has also been claimed on various grounds for Wallingford, Henley, and Reading.

The designation *Atrebatum* is given by Antoninus to Calleva, and an inscription on a stone which was dug up at Silchester, appears to have expressed a dedication to Hercules of the *Segontiaci*; it seems, therefore, that the town was at different times subject to those different tribes: but as the boundaries of the Atrebates, the Segontiaci, and the Bibroci appear to have coincided in the neighbourhood, and as the Belgæ from Gaul subsequently gained possession of the same part of the country, it is easy to conceive that the place may have been considered as belonging to any, or all, of the four people. Silchester is supposed to have been destroyed near the end of the third century, when Aclepiodatus came over to Britain to suppress the usurpation of Allectus; and it is probable enough that the town then suffered a siege, being on or near the line of march for the opposing armies. The Prefect is said to have sailed from the mouth of the Seine and to have landed at some port in the west, while the usurper marched from London to meet him. But, subsequently to this time, *Caer Segon*, or Silchester, must have been a place of importance, for, as Camden relates, from Nennius and Gervasius, the Britons in the decline of the empire, fearing lest they should be involved in the desolation caused by the inroads of the Barbarians, elected here one Constantine for their ruler, in the beginning of the fifth century. It is also stated, on the authority of Henry of Huntingdon, that *Caer Segon* was destroyed, and that all its inhabitants were put to the sword, about A.D. 493, by the Saxon chief Ella, in his march

from Sussex, where he landed, to Bath. This could not, however, be the time when the place ceased to exist, if the opinion of Camden be correct, that the name of Silchester or Selcester was given to it by the Saxons to signify the great city; for it is thus implied that the town was in a flourishing condition when that people had possession of the country. We may, therefore, conclude either that it was destroyed in some invasion of the Danes, or that the increasing prosperity of the neighbouring towns, as Reading and Basingstoke, gradually withdrew the population from a place less favourably situated for commercial purposes.

The simple polygonal wall, which surrounds what once was Silchester, yet remains—an interesting ruin, from which oak trees continue to grow as, according to the description, they grew in Camden's time. It is formed of rubble work, *incertum opus*, and is strengthened by flat bond stones in horizontal courses, at intervals of about three feet from each other. The interior has long been subject to the action of the plough; but to the eyes of an antiquary the directions of the ancient streets, at right angles to each other, are yet perceptible, by a difference in the height of the corn growing on them when compared with its general surface.

A central spot, where the foundations of a stone building have been laid open, still supplies the curious with a variety of coins, which are there turned up by the spade; and this circumstance has caused the denomination of the *Mint* to be given to the edifice supposed to have existed there, but the discovery of a rectangular pedestal of brick, about three feet in height and breadth, and four feet in length, bearing some resemblance to an altar, seems to justify the opinion that the building may have been a temple, or, as some imagine, the forum of the town. Within the walls of the city have been found several other pedestals, and some fragments of statues, besides a steel eagle, a stone bearing the inscription alluded to above, and a broken column of the Corinthian order, which last shows that the place must have contained at least one magnificent temple.

The outline of the fosse is yet distinguishable at intervals about the town by a small ditch running parallel to the walls; and near the north-east angle is situated what remains of an amphitheatre, consisting of an annular elevation of earth about fifty yards in diameter. In Camden's time there were vestiges of the seats, which appear to have been formed in five rows one above another.

At the distance of about a mile and a half from Silchester, towards the north-west, there still exists a long embankment of earth with its ditch, which, after being interrupted for about two miles, appears again in a spot situated due north of the town, near the village of Mortimer; and in the immediate vicinity of the walls, near the north gate, are the remains of another embankment of the same kind which, according to a tradition current among the country people, at one time entirely surrounded the city. This last work must have constituted an external fortification, strengthening the place; the former is, probably, a remnant of some intrenchment which had been raised for the protection of an army acting on the defensive, and covering the town on that side.

Several roads which were the lines of communication for the Roman

armies during their occupation of this country, intersect each other at Silchester. One of these, which formed part of the *Ikenild-street*, passed through Dorchester, in Oxfordshire, crossed the Kennet, probably at Puntfield; from thence, taking the direction of Silchester, and having on each side numerous tumuli with several traces of intrenched camps, its course was continued to Basingstoke; afterwards constituting what, in Dr. Stukeley's time, was called the *Long Bank*, it proceeded through Winchester to Southampton.

Another road, probably, coincided with part of that called the *Port-way*, which extended from Norwich to Exeter, passing through London, Pontes, and Silchester: according to Camden, it proceeded westward from the latter place through Pamber, and close by the encampment at Kingsclere; after which it crossed the great intrenchment near Andover, considered by Stukeley as a boundary of the Belgæ, and pursued its course in the direction of Old Sarum. A third, led from Silchester through Thatcham towards the Vale of the White Horse, in which line several remains of the road have been traced. A fourth is the *Imperial way*, which extended from London through Bath to Caerleon, in Monmouthshire; its course between the last-mentioned town and Calleva, is the subject of the fourteenth iter of Antoninus, and the stations from Bath to London are given in the twelfth iter of Richard. The part of the road between Calleva, or Silchester, and Staines, and the country lying within two miles of it on each side, having been recently surveyed by the Officers in the Senior Department of the Royal Military College, it is purposed here to describe it in detail.

The road issues from the town at the eastern gate, where the present church of Silchester is situated, and proceeds in a rectilinear direction through Strathfieldsaye, the estate of his Grace the Duke of Wellington, along what is now called Park Lane, which is scarcely passable in the winter season: the line of its direction crosses the Loddon near the bridge at the northern extremity of the park, and passes through a ford near the junction of the Blackwater and Whitewater Rivers, about two miles from the place where the united streams fall into the Loddon; but the traces of its course are much interrupted by cultivation till we come to West Court House, the seat of the Reverend H. E. St. John, built, according to tradition, upon the road itself, the direction of which is marked by the avenue to the mansion. Several portions of the road exist on the ground northward of Finchampstead Church, occasionally deviating in a slight degree from the precise rectilinear direction, in order to avoid inequalities of the ground; but, on descending the eastern side of the ridge of heights, the course of the road is discovered pursuing an unbroken line from thence along a level country to East-hampstead Plain, and bearing the fanciful name of the *Devil's Highway*. The ascent of the road obliquely along the sloping ground to this commanding plateau may be distinctly observed with a deep fosse on one side, and the general eastern direction is preserved quite across the plain. But from the spot where the road rises to the summit of the plain, on the western side, a lateral branch, which has been carried out in a curvilinear direction, passes by the head of a deep ravine, and then, proceeding across the plain, rejoins the road on the eastern side.

At the head of the ravine is an assemblage of aged thorns, which have the name of *Wickham Bushes*. The spot on which they grow has long been remarkable for the quantities of bricks, tiles, and coarse pottery which have been discovered under its surface [Archæologia, vol. vii. page 199]: and immediately in its neighbourhood is the strong intrenchment called *Cæsar's Camp*, which crowns the summit of a branch projecting from the plateau on its northern side. This work has nearly the form of an oak leaf, and is fortified at the neck by a double parapet and ditch. The intrenchment must have been a post of considerable importance, and probably served as a *Castrum Æstivum*, or summer encampment, for the troops employed to maintain tranquillity in the surrounding district. It is situated at a distance from London equal to about two-thirds of the distance from thence to Silchester; the last of which towns, as well as the great camp near Farnham, on the Roman Road from London to Winchester, is visible from hence, the one at the distance of fourteen, and the other of ten miles.

On descending from Easthampstead Plain the road proceeds towards Bagshot. At Duke's Hill, in the vicinity of this town, the eastern direction terminates: its course from hence forms an angle of about 25 degrees northward of east, and it is, consequently, almost parallel to the present London road. Near this bend is situated the spot in Rapley's Farm, which is described in the seventh volume of the *Archæologia*, as having been surrounded by a vallum and a fosse deep enough to contain a tilted waggon, and where many fragments of Roman pottery were turned up by the plough. The road passes now, for about a quarter of a mile, through a plantation, which renders it difficult to discover any trace of it; but, beyond that plantation, it can be easily distinguished, and is well known, by its proper denomination, to the country people. At about a mile from Duke's Hill, the road crosses a marsh, on which it has been raised to a considerable height: from thence it runs through a garden in the occupation of Mr. Hammond; and the foundation, consisting of excellent gravel, having been here, as elsewhere, dug up and employed in the formation of paths, the outline of the road presents a remarkable appearance. At this spot it again enters some thick plantations, and for about half a mile can, with difficulty, be traced: it then becomes tolerably distinct, running over some cultivated ground on the estate of — Forbes, Esq.; from whence, by Charter's Pond to the Sunning Hill Road, it is extremely well defined. In the immediate vicinity of the road at this point, there exist vast quantities of Roman bricks, paving-tiles, and pieces of pottery ornamented with net-work, scrolls, and borders, precisely similar to those discovered at Wickham Bushes and Duke's Hill, but broken into small fragments by the ruthless plough. It may be observed that the ground at this spot has only within the last three years been brought into cultivation; and as these remains appear to have hitherto escaped observation, the road here is deserving of minute inspection.

From the Sunning Hill Road it crosses some low meadow land where it can scarcely be discerned; and at about a mile from this spot, where it enters Windsor Park, it is for awhile, totally lost. There is, however, a portion in good preservation between the point where it enters the Park and the place where its line of direction cuts Virginia

Water; it can also be distinguished in a spot near the Belvidere between those two points, where one of the Park rides runs for about three hundred yards along the top; and the labourers assert that this part of the ride having never required any repair, they had from thence been led to conclude that it was constructed on some ancient road. It should be remarked that the part of the Virginia Water which is crossed by the direction of the Roman Road is artificial, and has been formed only within the last forty years.

From this spot the direction of the road is through the yard of the Inn at Virginia Water; and there is a tradition that the foundation had been formerly discovered there. Lastly, at Bakeham House, situated in the same line of direction, on the brow of the hill which forms the east end of the elevated plain called Englefield Green, the substratum of the road, the foundations of a tower or other strong building, with a variety of Roman remains, have been discovered within the last few months.

The meagre catalogues of places which constitute the ancient itineraries allow considerable latitude to the imagination in fixing the stations along this road. Dr. Beeke, in the fifteenth volume of the 'Archæologia,' even supposes that, from London to Reading, there were two great roads nearly coincident with those at present used; one of them crossing the Thames near Staines, where he supposes the station "Pontes" to have been situated; and the other crossing it at Bray, the abode of the ever-to-be-remembered vicar, which, from the name, he conceives to be the site of Bibracte—an intermediate station, according to Richard of Cirencester, between Calleva and London, at the distance of 20 miles from each. But some resemblance in the name is the only evidence we have of the fact; no traces of a Roman road are known to exist near Bray; and the distance of this place from London is 30 miles, while its distance from Reading, which the Doctor takes to be Calleva, is only 13 miles.

The antiquities which have been discovered at Wickham Bushes have also given rise to the opinion that Bibracte stood on the ground they occupy; but it may be observed that, while this spot is 25 miles from London, it is only 14 from Silchester, and about 11 from Reading. The notion, therefore, will not be consistent with probability if we allow the numbers in the iter to be correct; and the Roman pottery found at the place can hardly be considered as of any weight in support of the opinion, since, as we have seen, similar remains have been discovered at other places on this line of road.

The commanding nature of the ground over which the road passes near Egham, together with the vestiges of ancient civilization which the industry of man has here brought to light, and the near agreement of the distances from London with those which are stated in the 'Itineraries,' seem, in conformity to the opinion of Mr. Lemon in his 'Commentary on Richard of Cirencester,' and to the result of Mr. Edgell's researches*, to point out this place as the site of the ancient *Bibracte*, and the neighbouring part of the Thames, which the line of the road crosses near the island signalled by the charter of British freedom,

* Vide the account of the Examinations at Sandhurst College.

and near the pillar which bounds the jurisdiction of the city of London, as the place of the station *Pontes*. A series of mansions and villages along the line of the road between Staines and Silchester were, during the existence of the empire, occupied by the natives of the country, and probably by persons who abandoned the troubled continent for the sake of a peaceful retreat, in what must have appeared to them to be a remote and barren region. Of such inhabited points those only which have been indicated in this description are at present known, but little doubt can be entertained that others would be discovered should a more minute research be hereafter undertaken.

Opposite to Laleham there may still be seen three square encampments, which seem to have commanded the passes of the river below Staines; and near these appear faint traces of a branch, which diverges from the main road at Hlythe-field near Egham and tends towards Chertsey, from whence it probably continued till it fell into one of the roads through Surrey. This branch road, after crossing the river, appears to have been directed by Ashford, where a portion, in good preservation, till lately remained; and, within the memory of many persons in the neighbourhood, a strong fort existed between Laleham and that place.

Dr. Stukeley has traced the main road from Staines, through Hounslow, and on Turnham Green; and he makes it enter London by Oxford-street.

The discoveries as yet made are not sufficient to establish what is, however, extremely probable,—that the eastern direction of the road was continued beyond Bagshot, where the bend above-mentioned takes place; but it is evident that, if such were the fact, the road must have passed southward of the Thames at Chertsey, and from thence it may have proceeded to London, which it would have entered on the Southwark side. It is possible that the road may have extended through Surrey and Kent to Maidstone and Deal; and this line would have afforded the most direct communication between the eastern and western extremities of the Island. But some doubt may reasonably be felt whether the mathematical precision, which the direction of such road is here supposed to have, could have been accomplished by the Roman engineers between two points so remote, considering their imperfect knowledge of the geographical positions of places on the western coasts of this country; the most that can be affirmed is, that those worthies generally aimed at the preservation of a rectilinear direction between every two places which were visible from each other, or which were not so far asunder as to prevent them, by successive approximations, from obtaining that direction; and which, for the sake of the advantages they possessed in a military view, had been selected as stations for the legions. Even within such limits we find that the roads frequently deviate momentarily from the right line when, by so doing, they can be made to avoid any serious obstacle arising from the nature of the ground. Such partial deviations are expressly said to have been made by Trajan when he caused the roads of the empire to be repaired.

CURSORY OBSERVATIONS ON NAVAL ARCHITECTURE.

"Far as the breeze can bear, the billows foam,
Survey our empire, and behold our home!"

THE whole world, we believe, admits that a ship is the noblest of all machines; and that among the conquests of man over the impediments which harass his various pursuits, none is more striking and brilliant than his victory over the ocean. If there be one nation which has benefited more than another by this conquest, it is Great Britain, to whom therefore the efficiency of the civil and naval departments of her marine ought to be the paramount object. Yet it must be confessed that much of her maritime greatness has resulted more from individual energy, than from the intelligence or judgment of her governors. It is true, that in the carpentry, or practical work of ships, and their equipment, there are no shipwrights in the universe superior to our own: but the notorious fact of our being obliged to model from foreign vessels of war, while the foreigners disdain to copy our bottoms, affords a striking proof that the theory of the art has been imperfectly cultivated among us. While the San Josef, the Sans Pareil, the Bahama*, the Tonnant, the Malta, the Norge, the Canopus, and dozens of other prizes captured by our brave seamen, have attested the high cultivation of marine architecture by France, Spain, and Denmark: Great Britain alone, although almost exclusively possessed of the sovereignty of the seas, has adopted the criminal conduct of committing some of her best interests to chance. Thus, though large sums of money were annually expended in plates, sweepstakes, and purses for the breeding of horses, little reward or distinction awaited those discoveries resulting from observation and experiment, which led to beneficial, but unappreciated, results in naval construction.

Such being the unaccountable apathy of the Government, it is scarcely to be wondered at that the subordinate Boards should partake of it; and it is to be deplored that, in this maritime country, the measures of naval administration have more frequently impeded than promoted improvement. From such causes our dock-yards were filled with mere workmen, who, with the blind perversity of true ignorance, despised the very name of science, and proud of their acknowledged proficiency in the practise of ship-building, spurned its important and difficult theory. Under the comfortable, but ruinous delusion that our system was perfect, the efforts of a talented few have been insultingly fettered, and the well-known resolution not to adopt anything contrary to the *established regulations* of the service, has been the absurd prepossession of our arsenals, in despite of the humiliating inferiority which we have exhibited, as naval constructors, for the last two hundred years. Even the skill of Raleigh, the exertions of Pepys, the talent of Pett, and the science of Atwood, failed to animate our perverse builders; and it was only by following, at a distance, the superior advantages evident in the French and Spanish vessels, that we made any advance,—a fact the more evident, in that such capricious variations as were occasionally

* It is a slight consolation that among the captured vessels, that fine Spanish ship the *Phoenix*, now the *Gibraltar*, was built by Mullins, an Englishman. It was some time before the Navy Board allowed this vessel to be trimmed so as to display her excellent qualities.

made in the form of their models, more frequently turned out to be rather injurious alterations than improvements; as witness the lame copies of the *Courageaux*, the disgraceful job of the *Forty Thieves*, and the wholesale but wretched attempts to improve upon the beautifully-proportioned lines of the *Bonne Citoyenne*. The modes of carrying on duty at head-quarters were equally paralyzing to talent; a mysterious darkness concealed the economy of our Navy Boards; discussion was considered offensive; and antiquated restrictions precluded the adoption of the proposals suggested from time to time by experience and research. Sea-knowledge was scouted; the most obvious improvements, if not met with official rejection, were ungraciously acknowledged; and many of the most important inventions of naval officers were reduced to practical utility on their own personal responsibility.

A subject of such vital import had not altogether escaped the notice of the Legislature, though its parliamentary discussion was generally without effect, for there were few of that august body, however worthy on other points, who were not aware that the most correct knowledge of scientific principles, and the minutest accuracy in their application, are indispensably necessary in order to secure us from the introduction of error. They comforted themselves, that if the enemy excelled us in naval architecture, we were confessedly superior to them in action,—never once recollecting the millions that were squandered on bad ships; the numerous failures, and drawn battles resulting from their inferiority in size, weight of metal, and capacity; and the consequent protraction and increased expense of wars.

Another class seemed to fear that study might interrupt exertion, as if wisdom would not enhance enterprise, as much as discipline does bravery. There was always, however, a respectable, though unfortunately not an influential party, in the country, who, if not disposed to admit to the full extent that our very existence as a nation depends on our naval superiority, were fully convinced that improvements in the construction, and economy in the building of our ships of war, are subjects of the deepest interest to this country.

It had long been customary to attack the Naval Administration, or their production of the Navy Estimates; but the charges were mostly so general, or so vague, as to be successfully repulsed. On the 7th of January, 1795, however, on a motion being made for an augmentation in the number of seamen and marines, an animated and pointed debate was excited, in the course of which Mr. Robinson asserted the inferiority of English construction, as compared with that of the French. Captain Berkeley, who often floundered on naval matters, admitted the enemy's models to be superior to our own, but denied their sailing faster. Yet, Lord Gardner, by whom the motion was made, at once acknowledged the finer qualities of the French ships, some of which he asserted had been the means of considerable improvements in the building of our own; and he very properly ascribed their superior construction to the premiums and encouragement given by their Government for the best lines, which were regularly submitted to the examination and decision of the Academy of Sciences. These remarks brought Mr. Fox forward, and among the principal shots of his broadside at the Government, he observed, that "the knowledge and experience of the people of this nation in naval affairs ought long ago to have enabled them to surpass their French rivals in a point of such importance to

the honour and security of the country. It was neither creditable to the Ministry, nor the Admiralty, to have so long suffered this degrading inferiority. The sooner it was remedied the better, especially at a period which required uncommon exertions of skill and valour in every active department, but principally in the naval, on which the safety and glory of the nation so visibly depended."

Lord Gardner had certainly struck the right nail on the head, for the superiority of their naval construction has been a consequence of the countenance and support by which the French government has excited skill and perseverance. Previously to the reign of Louis XIV. the theory of marine architecture was so degraded that, according to Levêque, "La construction des vaisseaux était abandonnée à des simples charpentiers, et l'on ne pensait pas que l'architecture navale fût fondée sur une application continuelle de la mécanique et de la géométrie, qui sont les branches les plus difficiles des mathématiques."

Louis was a querish, little-minded fellow on the whole; he married the widow of a jester, he pillaged his people's purses, divested them of their civil rights, drove them in crowds to slaughter, and died defeated in all his projects; yet, as he danced better than any coxcomb of his court, was polite, of ready wit, and marvellous taste,—his lieges dubbed him "the Great." Now, if this catachrestical agnomen be allowed to such a man, it must be upon claims which, perhaps, his own countrymen—dreaming of the glorious ravage of the Palatinate—would never have thought of awarding, viz. his attention to naval affairs. It was in his reign that encouragement was given to those arts and sciences which conduce to the public weal, in the establishing of academies for rearing draughtsmen, mathematicians, navigators, mechanics, and engineers. By such measures a sudden excellence was effected, for the members of the new school being allowed proper opportunities to exert their genius and acquirements to advantage, a fleet was soon created which excited both astonishment and envy. The lines and proportions of the ships were first planned in those academies, and the draughts were then given out to be built after, by contract, under strict inspection. Every effort was made to combine efficiency and economy. Models of the various scantlings and timbers were sent to the several provinces, where wood for such purposes was procurable. Here the labouring people were directed in what manner to cut down and prepare the trees selected, which were conveyed in the rough to the dock-yards, there to be finished by the ship-wrights. The economy of this article was indeed so essential a point, that Mons. Vial du Clairbois assigns its inspection, not, as with us, to the timber-master, but to the engineer-constructor, an officer whom the same excellent writer has also saddled with a fund of pure, mixed, and applied sciences*.

* Let us hear what the French expect to constitute the science of an "Ingénieur-constructeur." "Géométrie, algèbre, mécanique, hydraulique, hydrostatique, hydrodynamique, principes physiques de ces quatre dernières sciences physico-mathématiques. Le dessein, connaissance du navire, coque, mâture, grément, armement, armes, munitions de guerre et de bouche, futaille, lest, armages, dimension, forme, pesanteur spécifique; disposition au emplacement à bord, de tous ces objets. Application des principes: capacités, jaugeage, carène, calcul de déplacement; metacentre, centre de gravité de déplacement, centre de gravité de système: stabilité hydrostatique. Centre d'impulsion du vent dans les voiles, direction, de la résultante et centre de la résistance du fluide; intensité de ses forces: stabilité hydrodynamique. Moment d'inertie; centre de percussion, d'oscillation: amplitude et vitesse des mouvemens de roulis et de tangage."

It was thus that, smarting under a sense of inferiority, the French monarch elevated his marine; and a navy which at first was so inconsiderable as to induce Voltaire to say, that "whilst the English and Dutch covered the ocean with near 300 large ships of war, it did not boast of above 15 or 16 of the lowest rates," now assumed a splendid rank among the nations. From that moment our neighbours became our oceanic rivals in reality; and though there is a screw loose in their system, most respectable rivals they have proved. In ships they have mostly, and in tactics they have often, been superior to ourselves; but fortunately the spirit and discipline of the British fleet has ever overpowered the skill of the French, though perhaps at double the sacrifice of time and treasure than might have resulted had we cultivated heads as well as hands, which would have thereby rendered the courage and abilities of our sailors still more availing. Meanwhile, the beneficial results of the measures of Louis "le Grand" have spread throughout Europe, and in most countries honours and rewards await the successful exertions of naval architects; but though France is justly proud of her Du Hamel and Bouguer, Spain of her Gustaneta and Jorge Juan, Holland of her Van Eyk and Allard, and Italy of her Crescenti and Vascocelli, England barely records her most useful and masterly builders. Though the theory of the art has not been carried to a desirable extent, she may yet be proud of her Deanes, and Tippetts, and Pownalls, and Bucknalls of other days, as well as of the Henslows, Tuckers, Peakes, and Seppings of our own times; but while the name of Chapman resounded through Sweden, and that of Hohlenburgh through Denmark, and the exquisite skill of Hedlinger was employed to perpetuate them by medals, what was done here for Sir William Rule, the ingenious designer of the noble Caledonia, beyond conferring upon him that very equivocal badge, our domestic knighthood?

Public opinion, directed by a few valuable patriots, had already veered towards the defective state of our marine architecture, as the only means of accounting for the want of more decisive success in naval battles. During the Spanish and Russian armaments, as they are called, in 1790 and 1791, the administration listened to the suggestions of experience; but still it was only for the minor object of selecting, from among our captured ships, some of the best models to build after, thereby assimilating the navy of England to that of ancient Rome, which was improved by copying from their enemies. The debate of 1795, however, to which we have alluded, produced a beneficial sensation, and improvement at the dock-yards was quickly manifest, in the increased size and buoyancy of their productions. Two serious faults were imputed to our builders, that of shortening the ship too much in its length, and the placing of the centre of gravity too high. Foreigners had considered length, if not carried too far, equal to breadth, according to the force employed upon a body, and the resistance it meets with. In order, therefore, to remove these imputations, and promote sailing, it was determined to give our ships greater length in proportion to their breadth than had hitherto been customary; the bearings were carried up to the sill of the lower deck ports; and they were further improved by the lower-decks being raised, with a due regard to stability. A fine class of vessels was now also introduced into the navy, which by their excellent sailing qualities, weight of metal, and light draught of water, have rendered much service; we speak of the 18-gun

brig of 380 tons, armed with sixteen 32-pound carronades, and two long six-pounders, manned with a complement of 125 men. But notwithstanding all these exertions, the servile imitations then made from the captured ships were an open confession of our want of skill, and of the enemy's superiority in a science of the gravest importance to our interest.

Some of the veteran ship-wrights, however, augured no good from the copying-system, and viewed the departure from the "clumbungy" forms with deepest regret, which even generated hatred of fine forms. Old Gabriel Snodgrass, Surveyor to the East India Company, was one of the most useful ship-wrights of the country; through whose timely application of diagonal bracing and doubling—booting and spurring as it was termed—no fewer than 22 sail of the line were strengthened and sent to sea, in 1805, a time of need, which had otherwise remained useless hulks. Yet was Gabriel, with all his skill and experience, a thorough-paced matey:—"I am of opinion," said he in a memorial dated the 9th of November, 1796, "that a great deal too much has been said in favour of French ships. I cannot myself see any thing worthy of being copied from them but their magnitude; they are, in other respects, much inferior to British ships of war, being slighter and weaker, in general draw more water, and they likewise commonly exceed the old ships of the present navy in the absurd tumble-home of their top-sides. It must appear very extraordinary that there are several line-of-battle ships and large frigates now building for government from draughts copied from those ridiculous ships." Poor Snodgrass! He would have averted his eye from the beautiful symmetry of the Egyptianienne to gaze on the wall-sided solidity of the Ganges, and other favourite cargo-carrying Indiamen.

Nor did matters rest with the innovations of 1795. Dock-yard affairs had become a subject of increased attention, and various attempts were made to break through the prejudices of custom. But it is difficult to force the redoubts of fortified error, and it required the strongest arm of power to interfere in the manifold abuses that clogged the road to improvement. The severe and summary measures of the veteran Earl St. Vincent during the peace of Amiens, for the regulation and economy of our arsenals, though productive of much temporary evil—in the discharge of numerous families of workmen, and reducing the Navy to a low ebb—effected much permanent good in the destruction of fraud, and the introduction of regularity and economy. This was followed up, on his Lordship's suggestions, by the institution of the well-known Board of Naval Inquiry, which, under Admiral Sir C. Pole, probed the corruptions and abuses of the marine departments with a firmness, ability, and perseverance, which have immortalized that contested measure in naval history.

But though peculation was detected, and many wholesome reductions were effected by these steps, the attention for the time had been principally directed to the routine of the yards. The urgent want of ships at the recommencement of hostilities with France, however, bent the minds of some thinking men to the state of the science of naval architecture. It was seen that our master-builders, and even many of our surveyors, had generally risen from the lowest employments in the dock-yards, and that however meritorious in the practice of their art, their ignorance of its theoretical principles would keep us in the rear-rank of naval architecture. It was evident, that even were the exe-

cution perfect, greater talents were required in the direction, as every department of investigation had its physics and metaphysics: its experience to 'chronicle,' and its doctrine to deduce.

It is true, that our Navy-Office was richer in plans than any other repository perhaps in Europe, for besides draughts of our own bottoms, there exist drawings of all the ships taken from the enemy during many ages. But independent of the experience which the intelligent builder ought to derive by exploring such a mine of maritime opinion, there ought to be an advance upon the knowledge therein contained. It is expedient that a division of labour be resorted to; and that the assemblage of information should be a different office from that of drawing results. Such a board ought to be as independent of the Navy Commissioners as Army Engineers are of general officers; for miserable and expensive have been the occasions wherein such science as we possessed has been compelled to bow its head to that of authority. Though such officers as Knowles, Bentinck, Schank, Hamilton, and Baynton, prove that we may possess admirals, who can both build and fight ships, there may be still some excellent Lords of the Admiralty utterly unacquainted with the laws of hydrodynamics, or even that pure induction from facts which may be submitted to mensuration and proportion, and which constitute the rudiments of building. Yet we have seen strange liberties taken. Lord Howe, to the astonishment of every naval architect, as well as of every good seaman, introduced that detestable class of vessel, the old 44 on two decks, so soon deservedly degraded into store-ships and hospitals; and Sir Joseph Yorke was the Lord of the Admiralty who ordered no fewer than eighteen "Improved Bonne Citoyennes" to be constructed, with diminished capacity and increased armament; which ships, as we all recollect, could neither work nor sail well—and some were even doubled to the bends, to enable them to stand a breeze. Such improvers might exclaim with Quintilian—"Minus valent præcepta quam experimenta;" but those experiments which are not founded on precept may prove both costly and absurd, as the true investigation of facts must lie in their causes and effects, to the utter disregard of mere opinion. The subject is both difficult and complicated, for the synthetical composition of a ship involves a knowledge of the actions and motions of air and water, as yet but imperfectly understood.

But even leaving those physical problems for further development, the comparisons and analysis of ships offer an arduous field towards forwarding the science of ship-building; yet it is impossible to advance in these steps without very considerable attainments in geometry, mechanics, and algebra. On these grounds, though we are justly proud of a Pakenham, a Bolton, a Hayes, a Symonds, and other naval captains who have evinced a remarkable practical skill in naval architecture, we strongly advocate the necessity of a philosophic coadjutor in our administration—one who can treat the resistance of fluids, the action of the wind on surfaces, and the theory of stability from physical reasonings and first principles. We are aware of the cry that wrong inferences may be drawn by computing from erroneous quantities; but, as Professor Robison says, who himself served seven years in the navy, "the rules and practice of the computation are still beyond controversy." Nay, since the process of investigation is legitimate, we may make use of it, in order to discover the very circumstance in which we are at

present mistaken; for by converting the proposition, instead of finding the motions by means of the supposed forces, combined with the known mechanism, we may discover the forces by means of this mechanism and the observed motions. At all events, even should they contribute little more to the forms and equipments of vessels than what have already been determined, mathematical conclusions would guard us against the egregious and disgraceful blunders which we have from time to time committed.

Considerations such as these led to the idea of instituting a school of Naval Architecture, under the patronage of Government, to forward which several able papers were written, and probably some of them read, on the advantages likely to accrue therefrom, especially if rank and consideration were conferred on the meritorious. But the suggested privileges of education were too liberal and disinterested to please the narrow views of the general run of the navy establishment subordinates, and but for the accident of an enlightened man taking the helm, our dock-yards might have proceeded with good work and indifferent ships, till some national misfortune aroused our latent energies. A gleam of light broke in, however, under the following circumstances:—

The inadequacy of the British fleet in 1804*, and his opinion of the defects arising out of the relative situation of the Admiralty and Navy Boards, induced the First Lord (Melville) to get a commission of "Naval Revision" appointed; the purport of which was, to form a complete digest of the regulations and instructions for the civil departments of the navy. This commission, though rather more costly than that of Naval Inquiry, then also sitting, did great and effective service to the country; and, among other important matters, their attention was particularly directed to the construction of our ships of war. Observing that whatever related to this subject was almost exclusively committed to the two surveyors, who were both members of the Navy Board, it became necessary to inquire by what plan of training they were prepared for a change, in which the interests of the public were so deeply concerned. And a pretty inquiry it turned out, as will be perceived on perusal of their Third Report, headed "Respecting the education of shipwrights, and the construction of ships, with the mode of paying those employed in building and repairing them."

In this luminous document, all the particulars relating to the economy of our arsenals are detailed, their existing abuses exposed, and remedies suggested for correcting them; and, moreover, all their floating ideas on their state and condition are confirmed. They observed—"That apprentices are admitted at the age of fourteen; that at their admission many of them cannot read or write, few have much education; they are examined previously to their being entered, but their examination seems principally confined to their being of the age mentioned, to their being four feet ten inches high, and found by the surgeon in sound

* The country was then threatened with immediate invasion; yet Lord Melville found scarcely one of the ships in commission had three years to run, most of them but two, and many but one. Old hulks of all sorts were huddled together in consequence, and started out to sea. Thus, when Nelson was off Cadiz with seventeen or eighteen sail of the line, he had no less than seven different classes of 74-gun ships, each requiring different spars and gear, so that if one of the batch was disabled, the others could not supply her with appropriate stores.

*U. S. JOURNAL, No. 86, JAN. 1836†

health. As apprentices, they serve seven years; no care is taken to teach them any thing during that time but their business as shipwrights. From the situation of quartermen, they are raised in succession to those of foremen, assistants to the master-shipwright, and to that of master-shipwright, from which employment the Surveyors of the Navy are chosen. In the whole course we have described, no opportunity will be found of acquiring even the common education given to men of that rank in life; and they rise to the complete direction of the construction of the ships, on which the safety of the empire depends, without any care having been taken or provision made on the part of the public, that they should have any instruction in mathematics, mechanics, or in the science or theory of naval architecture." Again,—“Where we have built exactly after the form of the best French ships that we have taken, thus adding our dexterity in building to their knowledge in theory, the ships, it is generally allowed, have proved the best in our Navy; but whenever our builders have been so far misled by their little attainments in the science of naval architecture, as to depart from the model before them in any material degree, and attempt improvements, the true principles on which ships ought to be constructed being imperfectly known to them, have been mistaken or counteracted, and the alterations, according to the information given to us, have in many cases done harm. From the same cause there has been infinite variety in the alterations made, and in the forms which have been adopted. The alterations being founded on no certain principles, no similarity in the form of the ships could be expected; and they have the appearance of being constructed on the chance that, in the multitude of trials made, some one might be found of superior excellence. While our rivals in naval power, therefore, were employing men of the greatest talents, and most extensive acquirements, to call in the aid of science for improving the construction of ships, we have contented ourselves with groping on in the dark, in quest of such discoveries as chance might bring in our way. Nothing certainly can be more surprising, than that in a nation so enlightened as this is, and whose power, importance, and even safety, depend on its naval superiority, matters so essential to the preservation of that superiority should so long have been neglected.”

The Commission of Naval Revision also asserted, that among the ship-builders there were men of great intelligence and professional skill, considering the means afforded them; and that if they had but little knowledge of the science or theory of naval architecture, the blame must in justice fall upon Government, “for not having formed any plan for their instruction.”

These are bitter truths, but it was necessary to state them broadly, to clear the way for improving the theoretic construction of the British Navy, by establishing an institution for the instruction of a certain number of young men in the true principles of marine architecture. The excellent Report of the Commissioners—the compilation of which is so creditable to their industry and knowledge—aroused a lively interest, and being referred by his Majesty to a committee, was productive of an order in council, September 20, 1809, by which a superior class of shipwrights was established at Portsmouth, which, combining a mathematical education, under an able professor, with all the practical knowledge that a deck-yard affords, promised to produce many talented architects.

The institution was formed on the most liberal principles, no other eligibility being required for admittance than the candidates being subjects of Great Britain. They were to bring certificates of sound constitution from two respectable physicians, or surgeons, and likewise proof from the register of the parish in which they were born, of their being at least fifteen, and not more than seventeen years of age; and previous to admission they were to be examined by the mathematical Professor of the Royal Naval College, assisted by the instructor in the theory of Naval Architecture, in the presence of the Commissioners of the Yard, the Lieutenant-Governor of the College, and a master-shipwright, who were jointly to report the result to the Admiralty. The tyros were required to be intimately acquainted with the English language, so as to write it grammatically and from dictation. Besides arithmetic, decimals, and vulgar fractions, they were to be grounded in the first three books of Euclid's Elements, not only to precise demonstration, but also to construction in a practical manner; and though the French language was not absolutely required at the commencement, a knowledge of it gave a preference to those who were in other respects equally qualified; at all subsequent examinations, however, they were required to read and translate French with facility. Such a plan of admission, thus allowing any youth of the proper age to offer himself, with a certainty of being appointed if he distinguished himself above his competitors, was instantly effective in procuring aspirants of proper qualifications. On the very first examination, which occurred on the 9th of November, 1810, no fewer than thirty candidates presented themselves, of whom, according to the regulation, only twelve could be chosen. But the Lords of the Admiralty were so pleased with such willingness, that they gave public notice they would admit five more in the ensuing year. The following was the scale of comparative merit on that occasion, the number 1000 being expressive of competency :—

William Butcher	-	-	1730	Charles Bonnycastle	-	-	1350
Richard Abethell	-	-	1636	John Pollexfen	-	-	1226
William Henry Harton	-	-	1626	Francis Laire	-	-	1210
William Morgan	-	-	1590	W. H. Davidson	-	-	1181
Robert Bellart Catty	-	-	1544	James Lancey	-	-	1109
John Mosbery	-	-	1400	Thomas Pretions	-	-	1075

The successful candidates were to remain on the establishment seven years, with salaries proportioned to their merits and service; during which time they were to go through a course of mathematics, including geometry, algebra, trigonometry, mechanics, hydrostatics, and the differential and integral calculus. Every means were taken to ensure the formation of able and useful ship-builders. They were instructed in the theory of naval architecture, by studying the stability of floating bodies. After obtaining sufficient elementary knowledge, they were employed in constructing original designs of ships of various classes; in ascertaining their displacements, the centres of gravity of the displacement, the centre of gravity of the whole ship and equipment, considered as a heterogeneous body; in calculating their stability, both according to the French method, from the height of the metacentre, and likewise according to the more correct plan recommended by the accomplished Atwood; points never heretofore ascertained in our Navy.

But, desirable as these studies are for a naval architect, an accurate

knowledge of the practical part of the profession is not less indispensable ; accordingly, the chief portion of their time was occupied in laying off ships, in their practical construction, and in making the drawings which are necessary for the execution of the work in the progress of building. The last year of their apprenticeship was to be served at sea, with a view to obtaining some practical acquaintance with the steering, sailing, trimming, and ballasting of a ship ; to make remarks on her motion and working under varying circumstances ; and to acquire such knowledge on the momenta as observation and experience might suggest. After finishing their course of studies under several annual examinations, they were to be removed to the different dockyards, and fill the situations of subordinate officers ; from which situations it was the professed intention of Government to promote them to those of the higher officers, and eventually to the highly-responsible one of Surveyor of the Navy.

Such was the foundation of a plan for rescuing nautical science from its deplorable ebb, and encouraging naval architecture. *Dimidium facti, qui cæpit, habet*, saith Horace ; and the application of the aphorism, in the present instance, gave rise to the most sanguine hopes of a beneficial improvement in the civil departments of our Navy. In this, however, we have been so wofully disappointed, that it would be worth Parliamentary inquiry, why no demonstrative proof has been given of the utility of the new school of construction ? Various ostensible causes present themselves. We fear that the innovation thereby occasioned on dock-yard routine was much too liberal and enlightened for the dense prejudices and antiquated customs of the Navy Board, few of whose members could comprehend that pure mathematics and experimental philosophy could assist in the building of a ship. And there were officers of some pretension to merit who also lent their aid to render so useful a project unavailing, from being pig-headed enough to advocate the absurdity, that practical dexterity can be fully exerted independent of science,—as if science meant any other than knowledge reduced to a system. We are not here going into the comparative merits of particular naval architects, our view being the general state of the question : but we may remark, *en passant*, that much bad taste, as well as a low state of acquirements, have been exhibited in some of the recent discussions upon that topic. Tully pronounced—“ *Disputatio torquet homines ;*” and the orator never uttered a greater truism : yet contention cannot always be avoided, nor perhaps should it be, since a little amicable sparring may ultimately contribute to the advancement of truth, which is, or ought to be, the object of both parties. But we would recommend those who enter the lists in future to be provided with proper weapons for the combat, and would advise them to throw overboard all the verbiage about “ intuitive knowledge,” “ heaven-born skill,” “ the dynamic qualities of a seaman’s eye,” and other sheer nonsense, with which we have recently been treated, and substitute sound argument.

From a candid and impartial examination of the facts of the case, it certainly does appear that very powerful and disgusting attempts have been made to “ burke ” an institution, the establishing of which reflected honour on the age. It has had to endure opposition and discouragement both direct and indirect. During the twenty-four years of

its existence, its members have neither been heard nor tried by the Administration, nor permitted to assist in placing the English mode of construction upon a proper footing, so that their competency or incompetency has never been tested; and were it not for the occasional light thrown by the able papers of Messrs. Morgan, Chatfield, Creuze, Blake, Major, Henwood, and other *ci-devant* pupils, the profession at large would have known little or nothing about them. But these gentlemen have been obliged to endure other mortifications than that of passive neglect. Carefully detained in subordinate situations, they had neither influence nor authority sufficient to forward the intentions of the intelligent patrons who founded the institution. Not only have they been bespattered in the House of Commons*, and the ear of authority poisoned with erroneous impressions respecting them; but they have also been told to "eat their pudding in silence," and insulted with sarcasms on their birth, parentage, and *want of hereditary fitness for distinction!* Even when their tutor, the learned Professor Inman, has been allowed to make draughts for vessels to be built from, he was always restricted by authority to a certain tonnage—that destructive cramp upon the efforts of naval architecture; and so far was this restriction acted upon, that having carried the lines which he proposed for the *Volage* to 529 tons, the drawing was rejected, because the tonnage was too great, the Professor having been ordered to construct a ship of 500 tons only. So little, however, have his opponents been crippled by scale, that the rigid economy of the late Boards in the consumption of large timber has disappeared; and even while Dr. Inman may have been folding up his rejected plans, a frigate was ordered of the unprecedented measure of 2083 tons!

Such have been the vacillating proceedings of Government, on one of the most important interests of the country—proceedings pregnant with good intentions and weakness of conduct. We will next take occasion to advert to the efforts which private individuals have made in behalf of naval science, and their effect in influencing the Administration even to such steps as have been taken. Before, however, closing these cursory observations, we ought to notice another charge which has been brought against the school of architects—that of their claims to the superior civil employments in the Navy,—claims which have been derided as being at once presumptuous and unwarrantable. To place this allegation in its true light, we will here give the reader the exact words of the Government's minute of June 25, 1810:—

"The object of this institution is to improve the qualifications of the shipwrights in the dock-yards, and thereby to insure a succession of artificers, from among whom officers of the description of master-measurers, foremen, &c., will be selected, and from those the appointments of the superior officers in his Majesty's dock-yards and SURVEYORS OF THE NAVY will ultimately be made."

* These discussions gave occasion to some profound remarks from the philosophers of the Lower House; Mr. Maurice O'Connell thought that any man might soon be a fit comptroller of naval matters; and Mr. Henry Warburton, an F.R.S. forsooth, and one of the assassins of the late Board of Longitude, told the wondering members that he "could conceive a person, not educated as a ship-builder, and not having information upon the subject, but who shall yet be in every respect competent to discharge the duties of Surveyor of the Navy."—What next?

LEAVES FROM MY LOG-BOOK.—MY SECOND TRIP.

BY FLEXIBLE GRUMMETT, P.M.

No. VI.

"And back I flew to its billowy breast"—*The Sea.*

THE Bay of Bengal is not the most desirable place in the world to be in during the monsoons, the variableness of the weather, the sudden changes which take place in the wind from a calm to a typhoon and from a typhoon to a calm, and in the war-time the frequency of being attacked by privateers as well as national vessels rendered extreme watchfulness necessary. In a ship of war these things produced mere temporary excitement, without causing either apprehension or alarm, for the number of hands that could be set in motion in an instant through well-regulated discipline, generally averted the danger that threatened, or brought them through it with safety. The case was very different, however, in a deeply-laden Indiaman, whose crew was but small even when full manned, and of these a considerable portion were necessarily what are termed "idleis," that is, stewards, servants, tradesmen, &c., who kept no watch. But the *Lady Graves* had been still more weakened by the Centurion having pressed some of her best seamen, and the soldiers, who had become very useful adepts in tailing on to a rope below whilst the hands were aloft, had disembarked, and consequently our effective strength was greatly reduced both with respect to the navigation of the ship and also fighting her, should we be compelled to go into action. It is true that we had received eight or ten privates, I think of the 67th, for a passage to Calcutta, but they were most of them old standers that did not like work; and the very night that we quitted Madras roads, one of them, a fresh importation from England, finding the heat of the orlop too intense, and having no bed to lie upon, brought his mat on deck, and stetched himself on a hencoop that had been lashed for convenience in the starboard waist, the poop being crowded. He was a remarkably fine young man, about two-and-twenty years of age, belonging to the grenadier company, and I afterwards understood that he was of a respectable family, and that his good conduct during the passage out and since his arrival had not only caused him to be held in much estimation, but gave fair promise of future excellence. A comrade soon afterwards joined him on the hencoop, and as I passed them several times during the first watch, I more than once covered their faces over, as the moon, then at the full, was shining directly upon them, the dew fell heavily, the pale luminary poured down a flood of light, and I could not avoid remarking the athletic figure of the young grenadier, whose countenance when he came aboard was florid with robust health, wholly different from that sallow hue which identifies the long resident in Asia. It was near midnight, when Mr. Allen was going forward, and observed the position of the soldiers—"Holla, holla, shipmates!" he shouted, at the same time shaking them roughly, "you have chosen a fickle mistress to sleep with, and one that will treat you scurvily," the grenadier groaned—"Come, come, my man, rouse out, and go below, your duds are as wet as a shag with the dew, and 'tis odd to me if you don't suffer for this."

The two soldiers arose with difficulty, their black dress perfectly saturated, and their limbs cold, and stiff, and quivering; the grenadier tried to walk, but fell on the deck; Mr. Allen spoke to him, but he returned no answer, his speech was gone. "Carry him below," said the mate, "and, Mr. Grummett, call the doctor;" he whisperingly added "Tell him to bear a hand, youngster—death has already got a grip of the poor fellow, and he'll hold on till all's blue."

I immediately complied, the surgeon turned out without hesitation; but all his exertions and skill were of no avail, for the unfortunate grenadier expired a few hours afterwards from locked jaw. His comrade would probably have shared a similar fate, but he had been several years in India, and was more inured to the climate; as it was, however, it was many days before he perfectly recovered. I am but little skilled in surgery or medicine, and therefore am not competent to decide or even give an opinion as to whether it was the moon, or whether it was the dew, or both, that caused this peculiar termination of existence; I merely state the facts as they occurred; and I remember a circumstance of a similar nature taking place some years after at Sierra Leone: the seamen ascribed it to the influences of the moon in both instances, and I believe the doctors entertained something of the same view. The fate of the young grenadier excited very melancholy feelings, and I know that the circumstance at the time made a deep impression on my mind; indeed, on looking over my log-book, I found the following lines wafered to the page which announces the death of John Mordaunt: they are but the effusion of a boy, yet I will not withhold them from judgment:—

With pride he quitted his native land,
Fame had her flag unfurl'd,
And he long'd with her sons to take his stand,
To grasp the deadly battle-brand,
That Britain might brave the world.

His frame was strength, and his look was health,
His step was firm and free—
He wish'd not to creep through life by stealth,
But boldly to gain both fame and wealth
On the field of victory.

He stood upon India's burning shore,
And hope in his breast swell'd high—
"Soon, soon he should join his gallant corps,
And march with them amidst war's wild roar,
Lave honour'd, or bravely die."

* * * * *

He sleeps, he sleeps in his ocean bed,
The young, the stout, the brave;
He fell not where gallant heroes led
Their charging troops o'er dying and dead,
And flashing banners wave.

He heard not the shout, nor piercing shriek,
Nor clang of the ringing steel—
No crimson hues his bay'net streak,
He heard no groan when the heart-strings break,
No muskets' rattling peal.

All blighted he fell—there were none could save
 From death that spirit proud;
 But, buried deep in the azure wave,
 The soldier rests in the sailor's grave,
 Enclosed in the sailor's shroud *.

They are but boy's rhymes, still they will show that I was fond of scribbling even then.

On the fourth day of our departure, the *Concorde* made the signal 72—"To continue the same course and sail, though the *Commodore* act otherwise." This was to the convoy,^a but whilst spreading additional canvass, he telegraphed the *Victor*, who ran ahead, and took the lead. We very soon ascertained that he was in chace, and every glass was in requisition. The course the stranger was steering was out of the Bay, and contrary to ours, so that as evening closed in we lost sight both of the pursuer and the pursued. Just, however, before the sun went down another stranger made her appearance, running across us, but hull down ahead. Our signal was made to reconnoitre, and we lost no time in making sail; but darkness prevented our doing more than ascertain that she was a ship with taut tapering spars, had a very rakish and suspicious look, and several of the oldest seamen pronounced her to be French. We had barely sufficient light to make out Number 9—"Look-out ship to join and take her station"—which was followed by the general signal 63—"Clear ship for action"—from the man-of-war, both of which were promptly complied with. Bulkheads were knocked down, there was a clear gun-deck right fore and aft, the hammocks remained stowed in the nettings, and the men slept at their quarters. About six bells in the first watch the *Victor* made the night signal for a strange sail, which was followed by another to the convoy to "Close nearer together."

"Now, Mr. Marshall," exclaimed old Snatchblock, addressing the young midshipman, whose curiosity had induced him to remain on the fore-castle, though it was his watch below—"Now, Mr. Marshall, I'm thinking you'll have to *feel* the smell of a frizzled cartridge before long, for, according to my ideas, that there hooker yonder is no more nor less than a French frigate—mayhap the *Bellypool*; and if so be that she is, why there'll be sharp work for the eyes: she's a heavy craft that, and though the little sloop will have a slap at her, yet, Lord love you! she's ne match for the frigate; and our medium 18-pounders 'll be little better than pop-guns. Howsomever, we must do our best, though mayhap the *Marengo's* not far off. Are you afraid of being killed, Mr. Marshall?"

"Nae, I'm no so much afraid o' that, Mr. Snatchblock," returned the midshipman, "though it's nae vera pleasant thing to think upon. Do you really suppose there'll be muckle danger?"

"Why aye, Mr. Marshall," answered the boatswain, "a frigate's broadside is no plaything; though, for the matter o' that, there's no telling where a shot may strike. It would be a pity too," added the veteran, who was practising the art of ingeniously tormenting—"it would indeed be a pity that one so handsome and well built should never see his mother again, or mayhap be lopped of a leg or a wing. How-

^a The hammock.

somever, if you should lose the number of your mess, I'll take care you're decently sewed up in a new hammock, all ship-shape, and I'll say a prayer or two over you myself, if so be that nobody else will, though I am't much skilled in your longshore parson-craft; yet it would be a sin and a shame to launch a brother officer out of the port without saying a few Christian words to help him on his way—if you die like a man, you shall be buried like a man."

During the delivery of this address the young Scotchman writhed about in mental agony; for, whatever may be said of gallantry and courage, I do not believe that there ever existed an individual who did not feel a faintness, a sickness of heart, at the prospect of an approaching conflict, especially for the first time. Repetition renders the mind familiar to such occurrences, but yet there is a still small voice that holds mysterious communion with the bravest spirit, and its secret whisperings are inwardly felt, though that feeling is indescribable. Marshall, however, braved it out, and the drum rolling its peculiar sound as it summoned every man to his quarters, separated the boatswain and the midshipman.

About midnight the stranger was close to us upon our weather-beam, and was evidently a frigate, but whether a friend or an enemy we of the Indiaman could not tell, though conjecture was in favour of her being the latter; the question was soon after set at rest by the lanterns of the Victor informing us "the stranger is an enemy." Eight sail in line of battle had rather too martial an appearance for a single ship, though we were well aware that the Frenchman would not readily relinquish so glorious a chance of making a fortune, and strong suspicions were entertained that he would make a dash at one of the sternmost ships. As the middle watch progressed, the atmosphere grew hazy, and the stranger hugged us so closely that shots were exchanged, and the Victor with great boldness hauled up towards her, which the enemy perceiving, bore up and run for the sternmost ship, no doubt intending to board; but we had formed in such close order, and gave him so warm a reception, that he sheered off and went away before the wind.

At daylight we observed the Concorde within a few miles, and a fine lump of a country ship in company—a recapture from the Psyche, a French privateer, formerly a national frigate, and now mounting thirty-six guns, commanded by Captain Trogoff, one of the most gallant men in the eastern hemisphere. This was no doubt the ship we had had the brush with, and which was some months afterwards so well thrashed by that perfect abortion as a man-of-war, the old Dutch Wilhelmina, armed *en flûte*, commanded by Captain Henry Lambert.

Nothing material occurred during the remainder of our passage, and at the expiration of three weeks we brought up outside Sea-reef, in about fourteen fathoms, blue mud, and very fair holding ground. As it was probable that French privateers would select this spot for their cruise, a very diligent look-out was kept, and one most beautiful craft, that was subsequently captured by the Culloden, did make her appearance, and the Concorde went in chase; but the superior sailing of the corvette soon enabled her to distance her pursuer.

We lay at anchor all that night and part of the following day, when the pilot schooners—why they were called schooners I do not know, for they were brig-rigged—hove in sight, and we got under way to meet

them. About three o'clock the pilot boarded us—a fine portly old seaman, with a rubicund nose, a face of good-humour; in short there must be many yet living who can remember old Mr. Welldon, so noted for his love of grog and cheroots—six glasses of the former and two dozen of the latter, regular capstan-bars, was his usual allowance before breakfast; his mouth was like a factory chimney, constantly emitting smoke.

No service was better attended to in the East Indies than the pilot service; the gradations through which every one had to rise rendered it impossible that any but well-experienced men could take charge of an Indjamen; and when it is considered that so few accidents occurred in an extremely difficult navigation—difficult not only on account of the shoals, but also from the rapidity of the tides, the prudence that suggested such arrangements must be apparent. The pilot vessel took the lead, and a native in his own dialect gave the soundings from the man in the brig's chains, at the same time waving a flag over the stern or quarter as often as there were numbers of fathoms. It was a sort of plaintive song, given with a peculiar cadence, and the stillness which was necessary in order to hear, gave it a more pleasing effect.

The first land we made was Saugor island, then so noted for the extraordinary size and fierceness of its tigers, and for the many human sacrifices offered up to idolatrous superstition. We brought up here for one night, and the next day dropped up with a light breeze, occasionally letting the anchor go to check her off the shoals. When off Culpee the tide was amazingly rapid, and evening closing in, old Welldon determined to bring up for the night; a double range of cable was overhauled on the deck, and the command given to "let go." Down went the anchor into the mud, the ship felt its weight, and was swinging just as an unfortunate lascar, half-stupified by chewing opium, was caught in a bight of the cable as it surged up the main hatchway, and like a bo-constrictor held him firmly in its convulsion; to extricate him was impossible—he was borne with irresistible impetuosity to the bitts, the cable flew round, there was a piercing shriek, not only from the unhappy victim, but also from all who witnessed it, and in less than half a minute the dissevered halves of a human carcass were quivering on the deck, a most horrible and revolting spectacle to look upon. This event gaused a momentary panic, and the ship was left to the impetuosity of the current. The friction of the cable round the bitts set them on fire, and the utmost confusion prevailed; the pilot and the officers on the quarter-deck being wholly unconscious of what had taken place. Welldon, from the fore-castle, stamped and swore, on finding his commands to check her were not obeyed; and old Snatchblock made very little more than one step down the fore-hatchway, where, seeing no one at the stoppers, he caught hold of the laniard of one of them, but on drawing the turns taut, they snapped like a carrot. Several of the seamen followed the example of the boatswain, but everything was torn away in an instant; the small bower was let go, and held her for a moment, but being checked too suddenly, the cable, which was old, would not bear the strain, and parted before any security could be got upon the best bower, so that the latter flew with surprising velocity round the burning smoking bitts, and fears were entertained that the clench would not be able to hold on. In this dilemma old Snatchblock bundled a sick man out of his hammock, and cutting the laniards, he dragged the whole

into the manger,* and thrust it towards the hawse-hole, the cable caught and drew the whole in, but in such a manner as effectually to jam it for several minutes, and time was gained to pass ring-stoppers and lashings—so as to bring her up. Well was it for the worthy old boatswain that his scheme took effect, for in his haste his leg got entangled in the clew of the hammock, and he would have lost his limb and probably his life had it not succeeded. The whole occurrence, from first to last, occupied but little more time than I have taken in narrating it; and as soon as the ship was secured, water and wet swabs were plentifully supplied to extinguish the fire, which was readily accomplished; the sails were tossed up, the cable shortened in to the half-service, and everything made snug. During the bustle the mutilated body had been dragged in amidships between the bits, and when the hurry had subsided it was sought for, but only the upper portion could be found; and as inquiry grew loud about it, the boatswain pulled the crushed hammock out of the manger, and opening it, showed the lower part of the body squeezed into a mere jelly—in fact he had doubled it into the folds of the hammock and bedding whilst rousing the latter forward to the hawse-hole; and to this momentary act, by swelling the hammock, it mainly contributed to stoppering the cable. I have seen a similar result with a hammock lashed up, but never before or since with one unlashed. The dissevered parts of the poor lascar were placed under the charge of the serang, and were afterwards conveyed on shore for burial.

The next morning we got the small bower, and having weighed, went up to Diamond Harbour, where we took in our moorings abreast the jetty. Why this place is called *Diamond* harbour I cannot, for the life of me, tell; for it was anything but a *jewel* of a spot: there was nothing to be seen on shore but four or five heavy-looking barns of buildings used for saltpetre warehouses, and a neat-house about a mile away from the bank of the river, used as a post-office, that was pleasantly situated amongst the rice-fields.

“Well, boasun,” said Purvis to the veteran, “you did that famously with the hammock: it was a happy thought, and brought the ship up admirably!”

“And pray, Mr. Purvis, what did bring the ship up?” inquired the old man assuming a look of mingled reproach and anger. “I thought you, above all people, would have allowed a man a little merit, though Master Tremenhare tries to keep the whole allowance of it to himself. And pray, Sir, what was it that did bring the ship up?”

“What was it, Boasun? why it was the hammock getting jammed in the hawse, to be sure,” replied the junior mate.

“Hammock be d——!” exclaimed the boatswain, “why, what a spiteful and sinful world this is,—to try to destroy a poor fellow’s reputation! Hammock, indeed! No, no, Mr. Purvis, it was my leg that brought her up all standing; for the clew of the hammock had a turn round it, and I held on of all.” Purvis laughed; whilst Marshall, who was standing by, gave his usual stare of astonishment. “Aye, you may look, young gentleman, and doubt too, but ax Mr. Grummett there, he saw the whole. Now warn’t it my lower stanchion, Mr. Grummett?”

I readily gave in to the old man’s humour; but Pascoe chimed in—
“Now, Snatchblock, you’re out in your reckoning; for the cable was stopped by the *arms of man*.”

"Come, come, none o' your malice and envy, Mr. Pascoe," returned the veteran! "pray how do you make out it was the arms of man?"

"Why, bossun, there was your leg and two of the black fellow's, and three legs are the arms of Man, anyhow," rejoined Pascoe.

"All gammon," returned Snatchblock; "but look yonder, young gentleman," addressing me, "see, they've stepped a mast in some nabob's palace, and launched it upon the waters: here it comes, like a cake of gilt-gingerbread."

I looked in the direction pointed out, and saw what appeared to be a house of one story, terraced at top, gorgeously painted and gilded, coming down the river under sail; it looked extremely pretty in the bright sunbeams, which glistened on its decorations: the canvass was milk-white, and the rigging (in miniature) remarkably neat; there were two or three dingies*, and a panchway or two in attendance. I must own I was a little struck with the sight, and poor Marshall incessantly inquired "if it was in gude verity a habitation."

"Aye, aye, to be sure it is," returned the boatswain; "this war breaking out afresh will make strange havoc: we shall have 'em fitting out parish churches for privateers. I shouldn't be at all flabbergasted to see Fort William rigged out for a cruise arter the Marengo and Belly-pool: something like your floating Crown-batteries."

"Atwell, it's amazing the sights that may be seen in sic a voyage as this, Mr. Purvis," said Marshall addressing the sixth mate; "it would be a lang day before I could get my auld mither to believe that people go to sea in their houses."

"Fokstle, there!" shouted the chief mate from the quarter-deck, "hail that budge-row †, and if they're coming for us tell them to anchor, for we cannot haul the bhurs off till they are loaded."

"Aye, aye, Sir!" returned Snatchblock, "there goes my nabob palace into a budge-row; and now, young gentleman," turning to Mr. Marshall, "you are as wise upon that ere subject as I am."

The budge-row, however, was not destined to us, but had on board several officials who were going down to attend some great festival at Gulpee. In a few days afterwards I was sent up to Calcutta in a small brig called the Hunter, which we had loaded with private trade, and I cannot say but I felt rather queer at being thus entirely alone with a crew of natives, who might, if they chose it, pop me into the river in a moment, and then swear I had fallen overboard; but we soon became better acquainted. I had two or three case-bottles of rum in my chest, and some of Metcalfe's noyveau, and wine, and the cook made me the most delicious curries in the world, so that I lived like a fighting-cock; and for five days had nothing else to do than eat, drink, and sleep, except when we brought-up near to any village, and then "sahib" was

* A dingey is a light open kind of canoe-boat, generally with six native rowers, and pulling remarkably swift, frequently, with the current, at the rate of fourteen and sixteen miles an hour. A panchway is a decked-boat, with a tilt-like awning abaft, from two to five rowers, and steered by a long heavy oar, which is tied up when the panchway is at anchor.

† A budge-row is a beautiful pleasure vessel, variously rigged, according to the fancy of the owner; and when becalmed, so as to render the sails useless, rowing from fourteen to twenty oars, it looks a floating palace in miniature; but very few are properly taken care of. A burh is a sort of lighter, in which the cargo is sent off to Calcutta.

rowed ashore and conducted to the bazaar, where my rupees took to themselves wings and flew away. I certainly had no cause to complain; for though the native crew could scarcely speak a word of English, and I was wholly unacquainted with Hindostanee, yet remembrance dwells upon those five days with much gratification: the scenery on the banks of the river was beautifully picturesque, interspersed with villages and temples, and here and there the cool bungalow environed with cocoanut trees and the glowing magnolia. One of the villages (I forget the name) was extremely populous. It was true the village was large, though compact, forming nearly a parallelogram, with ranges of houses forming direct lines, facing inward, so that one line was within the other, thus lessening, by degrees, the long square almost to the centre, and that centre seemed to be the place for devotion, amusement, and the sale of merchandise. The inhabitants, both male and female, were in a state of nudity, except a loose flowing piece of cotton that was worn either scarf-like over the shoulder, and then folded round the loins, or else descended from the loins alone down to the knees. The aged females, with their parched-up, wrinkled skins, sunken eyes, and withered bosoms, instead of exciting that respect which Europeans are accustomed to pay to advanced age when appropriately clad, raised in my mind a degree of sickening disgust, for which I afterwards condemned myself, although it was perfectly natural to one who had never before seen such a spectacle. On the other hand, the young females, with their black shining skin, glossy hair, and plump frames, were models of the most perfect symmetry, rendering the odiousness of comparison more truly obvious. Indeed, I have never seen finer figures than those I beheld at this village. Of course, my modesty was somewhat shocked at having several of these dingy Venuses surround me: some to examine the whiteness and softness of my skin, others interfering with my dress; and, God knows what they would have not been up to, had I not beat a very unceremonious retreat towards the boat, when I found their fingers had been extremely busy, for my pockets were thoroughly cleaned out, handkerchief, rupees, finery, the few trinkets I had bought,—the whole made a clean sweep of, and gone. Fortunately, acting by the advice of the master of the brig, I had not taken much money, nor my watch, ashore with me, or, most probably, they would have shared the same fate; and I had purchased two couple of fowls, and some remarkably large prawns for currying, which I intrusted to the crew, who brought them safely on board, and then informed me I had paid ten times their value for them. I must not omit, however, to mention, amongst my purchases, some of the most delicious sweetmeats—manufactured chiefly from bruised cocoa-nut—that I ever tasted in my life; the very remembrance, though so many years distant, sets me longing.

The boat had been run on shore at a rather lonely spot, where stood the remains of what I supposed, by the marble flight of steps then remaining, had once been a handsome temple, but was now used for the purposes of bathing; though the Hindoos retain veneration for the sanctity of a place on account of its antiquity. I was there alone, and felt rather awkwardly situated should any of the young rogues (and I am sorry to add thieves, for I subsequently learned that the village was notorious for the organ of covetiveness) discover my retreat. I went

round by the steps and sat down looking on the rapid ebbing of the tide, and revolving in my mind the pretty account I should have to write to my mother of this adventure,—when my attention was aroused by observing a strange motion in what appeared to be a portion of a wreck or a decayed piece of timber, near the water's edge, round which several of the vulture species were flying and uttering loud screams. There was also a black mass above the surface of the river near to it, which at first I thought was a man grasping the piece of wreck to save himself from drowning, and thereby causing the agitation I had noticed. The idea of a fellow-creature in distress induced me to run towards the spot; when, to my horror and disgust, I ascertained what I had supposed was a piece of timber to be an enormous alligator, and the black mass a human body in a state of putrescence. The unwieldy creature plunged into the river, carrying its prey with it; and the vultures came screaming round my head, so close that I struck several of them with my hat; and at last was compelled to defend myself with one of the boat's oars: so determined did these ravenous devils seem to have me, dead or alive.

Nothing can (I am writing of thirty years ago) exceed the beauty of the passage up Garden Reach, with elegant villas on the banks peeping from the umbrageous foliage of trees peculiar to an eastern climate; and I well remember seeing, at a most romantic spot, a white tomb surmounted by an urn, though who, or what it was intended to commemorate, has entirely passed from my recollection. Here the budge-rows laid at anchor before the parapet walls of many a lovely esplanade that seemed like a little paradise for enjoyment, where nature had been even lascivious in her bounties,—wooing the heart to luxury and pleasure,—but for those diminutive imps (I am positive they have an infernal origin, spawned by the evil spirits of the air, and borne to the earth by heavy rains) which are never—never at rest; torturing the body and irritating the mind. About ten years since I was in the West Indies, and one of my children, about three years old, slept in the next room to me: he was extremely restless and uneasy in the night, and I called out to him, “Tom! what’s the matter with you?” He promptly replied, “Oh, pa! de dam mosquito vex me!” And lovely as the scenery of Garden Reach undoubtedly is, I verily believe “de dam mosquito” spoils all.

“We passed Fort William and brought up amidst a wood of masts, near the Custom-House; and as it was evening, I purposed remaining on board for the night, as I must do the black master of the *Hunter* the credit to say that he strove by every means in his power to make me comfortable. A little before sunset, sounds of native music were heard at one of the landing-places: there were dom-doms beating, and a sort of trumpet-like noise, yielding no harmony, but keeping regular time. Boats were quitting the vessels, and were hurried towards the spot which seemed to be a point of attraction from all parts of the river; and I requested to be conveyed thither: this was immediately complied with, and on reaching the place I found it was a religious ceremony, a great portion of which was over before my arrival. Along the shore were several thousand natives practising all sorts of frantic gestures; many rushing into the water and throwing somersets, others on the land standing on their heads for a long period, and nearly all

shouting and making a noise. Near the immediate scene of action were several superb cars drawn by buffaloes, and beneath the canopies were images splendidly arrayed, before whom a great number of worshippers were prostrated. An intelligent native, who spoke good English, informed me that these were designed to represent the "Virtues." Close to the river's brink were several men clad in white, who were officiating as priests, and a number of images were laid on the ground, over which these priests were very busy. This continued for several minutes, when the last-mentioned images—several of them the most abominable and indelicate monsters that could be conceived—were raised, one by one, and plunged singly into the water. In an instant the natives rushed down, splashing about, pressing over each other, and not unfrequently from forty to fifty were under at the same moment of time, all striving to get at the image for the purpose of destroying it; which they did, bit by bit,—for it was of tough materials,—until not a vestige was left. The other images underwent the same process; and I am much mistaken if there were not lives lost in the scuffle; especially as darkness began to spread its veil before the whole was finished. From the same native before alluded to, I learned that these were intended as the representatives of the "Vices;" the priests having removed the sins of the people, which were supposed to pass into these detestable figures. On mentioning the subject afterwards to the Rev. Mr. C——, he ascribed it to Jewish origin in the scape-goat of the Israelites.

On the following morning I went to the residence the Captain had provided for the officers in the Cassitoolah-street, new wonders breaking upon me at every step, but nothing struck my mind more powerfully than the extreme contrast everywhere exhibited between splendid wealth and squalid misery. The Calcutta of the present day, I am informed, is very different from the Calcutta of thirty years ago—immense improvements have taken place, palaces have sprung up where was formerly the rude hut of the native; but at the time of which I am writing, Calcutta might be compared to a gold-laced garment full of holes—and no hole so damnable as the Black Hole, the site of which was pointed out by a few words painted on a board. I reached the house just time enough for a breakfast that would have made a good substantial dinner in England—all things abundant and every thing in season. I had several letters of introduction, and after breakfast I presented one of them to an English merchant of the name of Bell, with whom I dined, and, oh, ye gods and little apples! there was, indeed, a gorgeous set-out that would have induced a London alderman to make the voyage, could he have known the excellent cheer that awaited him. About twenty persons sat down to table, and this lunch reminded me of the old Scotch lady who consumed a solan goose before dinner by way of whet to her appetite, but she declared that she did not feel a bit more hungry for having eaten it.

A room was offered me by Mr. Bell, and an apartment had also been appropriated to my use at the Captain's, but I preferred passing another night on board the brig and enjoying the cool air from the water, especially as my chest and hammock were still remaining in her cabin. Of dinner I required no more, and after a cup of coffee I sallied forth to return to the craft; but, "English Sahib no acha without palakee;"

exclaimed a native servant whom I had hired, or rather who had hired himself, for the fellow would take no denial, declaring that he would rather serve me for nothing than not serve me at all, and consequently an addition was made to my establishment (a midshipman's establishment!) of a handsome palanquin, four bearers, a sort of headman, and a kittesol (I spell the word as it is pronounced) boy. I had been troubled during the day with an attack of tooth-ache, and I requested my new servant to direct the bearers to carry me to a respectable apothecary's shop, where I could procure some drug to alleviate the pain. I was accordingly conveyed to a shop on the right-hand side of the street, leading (I think) to the China Bazaar, and alighting from my carriage I entered with no small degree of elevation in self-esteem, intending to astonish the shopman with a midshipman's importance. A genteel youth, about twelve months my senior, was sitting behind the counter, but I scarcely deemed to notice one whom I considered so much beneath me in the scale of society. I was, however, aroused from my lofty dream of pride by the youth springing over the counter and grasping my hand as he exclaimed,—“God bless me, can it be possible! Flexible, is it you?” He was an old school-fellow and choice-playmate, the son of a widow whose husband died in the Company's service, and whose brother was proprietor of the shop in which we met. All reserve was at an end, my tooth-ache vanished, and we were soon deep in conversation upon past times. To go afloat was a treat to him, and by his uncle's permission he accompanied me on board the brig, where we passed a pleasant evening, renewing former kindly feelings, and cementing the ties of friendship still stronger. It is one of the sweetest enjoyments of the human heart to fall in unexpectedly in a foreign land, far away from kindred and from home, with a companion of early boyhood; it carries the mind back to time and place and things, that come with a delightful freshness to the spirit, adding another link to the chain that binds us to existence. None but those who have experienced its delights can form a just estimate of its value.

- I had still plenty of wine and noycau left, the Bobingee cooked us a capital supper of curried fowl, with rice as delicately white as any lily, and when wearied my hammock was spread upon the deck with a dry light sail, and we laid down side by side to rest—a refreshing air blowing through the cabin-windows, and driving away those tormenting pests, “de dam mosquitoes.” I was awoke in the morning by a smart blow on the head, and jumping up was surprised to find no one stirring. Rankin, my school-fellow, appeared to be fast asleep, and imagining that I must have been dreaming, I once more composed myself and was soon slumbering; but was again aroused by a repetition of the blow; raising myself I looked round, but every thing was perfectly still, and I began to suspect that my school-fellow was playing me a trick. With some feelings of resentment I shook him by the shoulder, and demanded rather sharply “why he had struck me?” He rubbed his eyes, stared wildly, and then with the most rueful phiz exclaimed,—“Pain in the head—bleeding and pills.” Notwithstanding my anger I could not forbear laughing at his terrified looks.

“D— your bleeding and boluses,” said I, “why did you strike me?”

"Who, I—I strike you?" reiterated he in amazement. "No, no, Flexible, you are funning me. I have never had my eyes open till you awoke me—upon my soul it's true."

"Well, then," returned I, convinced by the earnestness of his manner that he was sincere, "I must have been dreaming, though it is rather strange that a dream should seem so like reality, for I feel it right through my head at this moment." I looked at my watch, it was five o'clock, and still suspicious that somebody was playing tricks, I closed my eyes and feigned that sleep which Rankin was very soon actually enjoying. In a few minutes afterwards I heard a slight rustling in a standing bed-place in the side of the cabin, and peering through my eye-lashes I saw some one slowly rising up, and whom I immediately knew to be Pascoe. I laid perfectly still as he cautiously stretched out his arm with a short stick in his hand, and was about to repeat his former operation when I suddenly grasped hold of it and paid him back in his own coin.

"Now, Billy," said I, "we are quits. But how the devil came you here?"

"You hit harder than I did, Grummett," replied Pascoe rubbing his head and looking sadly discomfited,—“but no matter, I'll square yards with you before long. I have brought up another craft and she's lying alongside, but come turn out, man, and see how shamefully wasteful they are in this country. There's two fine hams fastened together now laying athwart your cable."

"More tricks, Billy," rejoined I; "you do not come over me quite so easily. Go and pick them up yourself if they are good for any thing,—they will do for the midshipman's mess."

"'Pon honour!" exclaimed Pascoe, "it's no joke," and Rankin, who had been awoke by the noise, agreed to accompany him—the poor fellow returned quite pale and asked for some spirits as he felt sick—the hams were the stern of some unfortunate black who was lying athwart the cable, having drifted there by the tide, and the effluvia arising from the body had turned my poor school-fellow's stomach. This was no uncommon sight, and I have counted not less than ten human carcasses floating up and down in a day—the cause of which I shall have to mention hereafter.

To go to sleep again was useless, and as the morning was delightfully pleasant we agreed to take a stroll on shore. Rankin left us to go to his uncle's, and Pascoe and myself unknowingly took the way to the esplanade, and observing a sort of encampment of a very extensive nature in the space near the Government House we entered it, and was wandering amongst the canvass walls, laughing and joking with all the light-hearted merriment of youth, when we were suddenly seized by two gigantic warriors armed with immense scimitars which they flourished over us, and for a minute or two I felt as if there was *nothing* between my shoulders.

"'Tis all up with us, Grummett," exclaimed Pascoe; "my head's off already. Pray, good dark-looking gentlemen, pity two unfortunates who never meant any harm." And he assumed such a perfect Cockney-look of simplicity and innocence, that in spite of my situation I could not help laughing. "D—— your grinning!" said he angrily, "they'll leave you nothing to grin with presently, and how ridiculously we shall look to go aboard without our heads!"

The turbaned heroes who had us in custody did not speak one word, but conducted us through a circuitous route, something like fair Rosamond's bower, to a superb tent richly carpeted and the walls hung with crimson-velvet embroidered with gold. At the far extremity, upon a raised platform, sat an elderly man of mild and undisturbed countenance, smoking a tremendous gold hookah with a snake as long as a stream-cable. On his right stood a gigantic black with a drawn scimitar, and on his left a slight-made figure with his hands crossed upon his breast. Our two conductors prostrated themselves before the principal personage, and, to my great astonishment, Pascoe did the same, he then rose up and, putting both hands to his head, exclaimed,—“Salaam alicum—may God bless your reverend old pate, no sun was ever fairer.” The chief gave a sort of grunt, and the little figure on his left spoke a short sentence which I took to be a literal translation of Pascoe's words. Another grunt and the translator (for such evidently the little figure was) inquired,—“How you do for come inside da Highness harem?”

“Harem scarem, Grummett, what the deuce shall I say?” Then assuming a look of almost idiotcy, he answered,—“We are but boys and strayed we know not whither. Much should we grieve to give his Highness,—d—— the fellow's impudence,” he muttered to me,—“offence.”

Grunt the third. “Know you in whose presence you stand?” asked the little 'un without moving any thing but his tongue.

“Speak, Grummett,” said Pascoe, “you've no right to let me do all the talking—answer that piece of clock-work.”

“We are totally unconscious,” replied I, “not having been in Calcutta more than a few hours, and are, as you may perceive, officers of the Company's service.”

This was immediately translated, the old man gave us a look and muttered something, and Pascoe, bowing, uttered,—“May his Highness live for a thousand years,” and then added in a whisper to me, “and be d—— to him!”

The interpreter spoke to our conductors, and we were ushered into another tent richly decorated, where coffee was served to us, and we were then taken to the place where we had entered and dismissed to our great satisfaction. At breakfast-time we related the occurrence to the purser, and found that we had been within the privileged boundaries of a Persian embassy, and most probably had been before the ambassador himself. At all events it caused a hearty laugh, and became a good joke among the merchants, that two lads should attempt the great man's seraglio.

CORNEELIS.

BY AN OFFICER WHO WAS PRESENT AT THE STORMING OF THE FRENCH CAMP AT THAT PLACE, AUGUST 10TH, 1811.

CANTO I.

CHIEF, comrade, soldier, warrior of the wave,
 Whoe'er thou art, that shalt this lay peruse,
 If there thyself, or some companion brave
 Unsung remain, oh, do not harsh accuse
 Of cold neglect the unoffending Muse.
 She pass'd in silence many an honour'd friend,
 Nor to the brave unknown did praise refuse :
 The fame she gives shall trifling lustre lend ;
 The fame your valour won with time alone shall end.
 If some dear comrade of that glorious morn,
 The strain perusing, finds his bosom glow,
 (Back to the fight on fancy's pinion borne)
 As when he dauntless rush'd upon the foe,—
 If some fair mourner half forgets her woe,
 As memory here bestows the well-won meed
 On him she loved, for whom her sad tears flow,—
 If grieving orphans gladden while they read,—
 Great were the bard's reward, his toils were blest indeed !

The batteries had ceased to play,
 That veil'd the face of dawning day
 With clouds of lurid smoke ;
 Through the wood no more, with horrid crash,
 The rending shot was heard to dash ;
 No more the ruin-bearing shell,
 On trench, on road, on avenue.
 That long this game of war shall rue,
 With hissing fuse impetuous fell,
 Or high in fragments broke.
 O'er the river, o'er the plain,
 Midnight holds her silent reign ;
 Silent, save when, shrill and high,
 Bursts the ghekkō's dismal cry ;[†]
 Save when, from the hostile camp,
 Shouts discordant sound,†
 As the foe, with weary tramp,
 Pace their nightly round.

Now, beneath the stars' faint lustre,
 Silently our bands we muster.
 Calmly brave, with piercing sight,
 Our leader sees each form'd aright :
 Places first the Pioneer,
 The tangled woodland path to clear ;
 The ladder long and huge to bear,
 The weighty shovel, pick, and spade,
 The axe to hew the palisade.

* A species of the lizard tribe, so called from the loud and dismal noise it makes, which is heard most in the night.

† At times the enemy raised a great shout, which seemed to run all round their works.

He places, too, the Gunner band,*
 Sponge-staff, sledge, and spike in hand,
 That the foeman's captured guns,
 As from the fierce attack he runs,
 Shall turn against his flying bands,
 These, if he daie make head again,
 With well-placed blow laid on amain,
 Shall mar them to his hands

Now o'er Sloakkun's sluggish flood,
 Through the path that threads the wood,
 Our march is scarcely heard —
 But hark!—a shot and voice!—Halt!
 "God send our guides be not at fault!"
 A small patrol is forward thrown
 All's well! the picquet is our own,
 And "Forward!" is the word
 But soon our wary leader's breast
 Labours, with fresh doubt oppress'd
 The guides confused appear †
 They point the pithway to the right,
 That, in the dubious shades of night,
 Would seem the road to shameful flight,
 And lead us to the rear

'Tis not in the battle's strife
 A moment's space twixt death and life,
 'Tis not mid the cannon's roar,
 While each furrow streams with gore,
 Gushing fast in purple tide,
 'Tis not there the hero's tried
 But when darkness shrouds the way,
 To beguile and to betray,
 When, unseen, unheard, the foe
 Spreads the snare, or aims the blow
 When the dim, uncertain ill
 Baffles courage, frustrates skill,
 When his soul, with anguish burning,
 Sees the nice poised balance turning,
 Twixt the blame of desperate fight,
 Or the shame of needless flight,
 When he thinks of friends who wait, ‡
 Questioning, in low debate,
 What mishap has thus delay'd
 His battalion's promised aid,
 Who, perchance, as throng'd they fall,
 Still on him for succour call,
 Trampled in the dark deluge,
 Him suspect, and him revile,—
 Who shall marvel, who upbraid,
 If, ere yet the choice is made,
 Thoughts like these, in vain withstood,
 Check the breath, and chill the blood?

* Commanded by Capt Byers, of the Royal Artillery

† A circumstance peculiarly distressing in the intricate country the column had to pass—intersected with ravines, enclosures, beetling-gardens (which are like hop grounds), and other obstacles.

‡ Allusion is made to the other columns that were to attack in concert.

But now a youth, whose zeal before *
 These tangled paths had rambled o'er,
 Exclaims, "This way our march must tend—
 This way our column's head must bend ;

The path full well I know :
 Believe me, here, I'll stake my life,
 That road will bear us from the strife,
 This leads us to the foe !"

Again we move ; the Pioneer
 Is called, with pick' and spade to clear
 A deep ravine's opposing banks :
 Quick, as the new-form'd slope we gain,
 Our broken numbers close again,
 And, while the head at halt remain,

We form our order'd ranks.
 For now we gain an opener road,
 Furrow'd by wheels, by horsemen trod,
 Straight pointing to the hostile camp ;
 Their guns frown fearful from the ramp ;
 But in the friendly shades of night
 Our bayonets are hid from sight †,
 And on with slow and silent pace,
 Secure the well-mark'd road we trace.

But who, with haste, some ill bespeaking, ‡
 Rushes forward from the rear,
 All scant of breath, our leader seeking ?—
 What can we have from thence to fear ?—
 "Halt !—not another step advance :
 Amidst the gloom, by foul mischance,
 Bewilder'd by the dubious way,
 Half our gallant comrades stray § ;—
 Till they shall join, advance were vain :
 Retire, my friends, retire again,
 Ere morn expose the column deep
 To the grape's destructive sweep !"
 We turn, and, loathing this delay,
 Obey with grief, but still obey.

Then, for 'twas my fortune there
 Toils which now I sing to share,
 Through the ranks with breathless haste
 To the distant rear I pass'd,
 Found our straying bands were near,
 Swiftly closing to the rear ;
 Thence back return'd, our chieftain sought—
 Right welcome was the tale I brought ;—
 Now, shine the morning as it will,
 'Twill see our host advancing still !||

Methinks 'twere fitting that my verse
 Their name and numbers should rehearse ;
 How they were marshall'd for the fight,—
 How armed for combat close, or light.

* Capt. Dickson, Madras Native Cavalry, A.D.C. to his Excellency Sir Samuel Auchmuty.

† The perfect silence and steadiness of the men was very remarkable.

‡ Major Butler, I believe, of H. M. 89th.

§ About half of Col. Gillespie's and all Col. Gibbs's brigade.

|| The column was again advancing before I came up.

First of our winding column moved
 The Riflemen, of aim approved *,
 All clad in dusky green ;
 Black were their belts, with pouch of ball,
 And loading horn, and wooden mall :
 With these they load, when foemen fall
 From hands by them unseen :
 But when more near the battle's ire,
 With cartouch quick they load and fire ;
 Or sabre on the muzzle fix,
 And hand to hand in combat mix.
 Then comes the soldier few can peer,
 Briton's own dauntless Grenadier :
 He, prepared for open war,
 Shines in Britain's sanguine vest ;
 White his cross-belts gleam afar,
 Sweeping o'er his manly chest.
 Bright his arms and bayonet,
 Keen on battle's carnage set.
 Next, a small but warlike train †,
 Choice from all the various host,
 Skill'd in all points of war's fierce game,
 In charge or skirmish still the same,
 Steady their grapple, sure their aim ;
 Those bayonets were deeply red,
 When late the routed foemen fled
 From Weltevreden lost.
 Forbes leads its rival corps along ‡,
 Well worthy of a place in song ;
 A braver never bled :
 Of him and them 'twere hard to say,
 Which brightest shone in battle fray,
 The leader or the led.
 Then, Butler and his troop in green,
 Their dark-stain'd arms are scantily seen,
 Their honour stain knows none ;
 Enough for these their trophies new,
 The cannon of the foe to view,
 By dauntless valour won §.
 Next, see the warriors of the wave ||,
 Now seamen good, now soldiers brave,
 As their loved country calls ;
 Soon as this morning's work is o'er,
 Glad they shall seek the sounding shore,
 And scale their wooden walls.
 Here, as at Cressy or Poitiers,
 Our horsemen break their cumbrous spears ¶,
 From booted heel the spur remove ;
 On foot our brave Dragoon ** shall prove

* The Rifles of H.M. 14th Regiment, Lieut. Coghlan.

† The right flank Battalion, Major Miller.

‡ Left flank Battalion.

§ A detachment of H.M. 89th Regiment, clothed in green, and their arms browned, commanded by Major Butler. Part of this detachment charged and took the four cannons of the enemy on the 10th.

|| Royal Marines, under the command of Captain Bunce.

¶ This mode of adapting the lance to foot service is often mentioned in Froissart. The spurs were used as crows' feet, stuck in the ground in front.

** 2nd Dragoons, dismounted, Lieut. Dudley.

That none can danger's hour defy
 With stouter heart or steadier eye ;
 Whether he hurry o'er the plain,
 With foot in stirrup, hand on rein,
 Or share on foot, as hero to-day,
 The tedious march and toilsome way.
 And Dudley, too, shall lead him, where
 The best and foremost do and dare.

Then, from sultry Hindostan,
 Comes a small but gallant clan,
 The guard of India's Lord * ;
 They leave the war-horse tramping proud,
 To mingle in the marching crowd,
 And quit the ponderous sword ;
 From the gay turbans which they wear
 The crescent and the boss they tear ;
 Head-piece, and vest, and belt of blue,
 And light fusée of dusky hue,
 And sparkling bayonets they bear.
 These leads to battle valiant Gall †,—
 Not Morni's son, from Morven's hall,
 The breaker of the shields,
 Yet worthy he of Ossian's strain
 If Ossian's lyre might sound again
 For these our modern fields.
 Here gallant Fraser ‡ leads along,
 In well-form'd phalanx, close and strong,
 His turban'd train of Sepoys brave,
 Well proved in war's tumultuous wave :
 Such as in Laswaree's strife §
 Rush'd on the guns, profuse of life,
 Greeted grim death with jocund cheers,
 And won from Lake his thanks and tears.
 Grant ||, school'd in war's adventurous art,
 Sage counsel to our chief affords ;
 And with calm step, intrepid heart,
 Leads the long column's foremost swords.
 Janssens well the event may fear ;
 Valiant Gibbs again is here ;
 One he has known before,
 When, near Saldanha's ¶ winding bay,
 Our troops drove through the foaming spray,
 And nobly dash'd on shore.
 Shame 'twere, if I in silence pass'd
 M'Leod **, not least in fame, though last,
 In this our proud review ;
 Two greet me of that honour'd line ;
 For both the laurel let me twine,
 For one, the cypress too.

* The Governor's Body Guard, dismounted.

† This should be spelt "Gaul" to justify the allusion.

‡ Captain Fraser, commanding detachment of Bengal Light Infantry Volunteer Battalion. Major Dalton followed with the rest.

§ Meaning Sepoys in general—not this corps ; though probably some of them had been at Laswaree.

|| Major Grant, 4th Volunteer Battalion.

¶ That is between Saldanha Bay and Cape Town, but near enough to excuse the introduction of so poetical a name as Saldanha.

** Lieut.-Colonel M'Leod, commanding H. M. 59th ; and Lieut.-Colonel M'Leod, H. M. 69th. The latter officer was killed in the engagement.

'Twere-right you now the bearing know
 Of the forces of the foe.
 Full ten thousand warriors strong
 Quarter the river's banks along,
 That guards their left ; and they have made
 A rampart, trench, and palisade,
 To check, they say, our wearied host,
 'Till sickness drives us to the coast.
 The muddy Sloakkan's heavy stream
 The guardian of their right they deem,
 Cross'd by one bridge * alone :
 And, this to cover, one redoubt
 Projects advanced their lines without,
 With fosses deep, and fraises stout,
 Firm as a work of stone.
 Then many a trench and battery
 All attack in front defy,
 From river deep to streamlet reaching,
 From Sloakkan to Jacatra stretching :
 While, far extending to their rear,
 Barrack, fort, and line, appear.
 Full ten thousand men, I say,
 Here await the coming day ;
 Sons of Gallia, newly come,
 Summon'd from their distant home,
 Pant, amid this eastern war,
 For Napoleon's gaudy star.
 The sons of Belgium inly groan,
 Arm'd for a cause that's not their own ;
 Yet stoutly strive they still :
 Not theirs the patriot's nobler flame,
 But theirs the soldier's, fear of shame ;
 Their leader's† praise, their leader's blame
 Inspires them yet ; and thirst for fame
 Awakes its wonted thrill.
 Prussian, Saxon, Pole, Bavarian,
 Croat, Austrian, and Hungarian,
 Mingled by force of discipline,
 All in their motley troops combine.
 There the warlike Bouginese ‡
 Quits his poison'd spear and creese,
 And forms the close platoon ;
 The weighty sponge-staff wields on high,
 Serving their huge artillery ;
 Or makes in squadron antic show,
 On Java's steed of stature low,
 A miniature dragoon.
 Here pause, beneath night's lingering shade,
 Ere peals the ball, ere clangs the blade ;
 Oh, when the rosy morn shall break,
 What change one fatal hour may make !
 Ere one brief year have rolled away,
 What hearts will grieve that now are gay :
 In Britain's homes what eyes will weep,
 For those who sleep the dreamless sleep,
 Fond sire, loved husband, cherish'd son,
 Whose race is o'er, whose wreath is won !

* Which bridge gave our troops entrance to the camp ; Colonel Gillespie having pushed for and secured it at the commencement of the attack.

† General Janssens was much respected and beloved by the Dutch.

‡ The epithet of warlike may justly be applied to a race of men that will die rather than give up their arms, as they have often proved.

A MIDSHIPMAN'S REMINISCENCES *.

— Did I say thirty years ago? Bless me, I only meant twenty-seven; there is much virtue in your three short years short of forty! Oh! they are precious! and therefore I will not have it thirty years ago when we crossed the Bay of Bengal to Prince of Wales's Island, otherwise Pulo Penang. There was a sort of charm in that word *Pulo*—meaning island in the musical Malay language. I have said I would anon come to this pretty island,—and so, even as our old lass of a frigate,—I will now cast anchor in its harbour, formed by the narrow passage between it and the south-western end of the peninsula Malaya, and the most direct track to China from Madras. Into this snug bight we used to bring our *country ships*, under convoy, to and from China, particularly the Bombay ships; for which craft I have a sort of affection,—they were kept so clean, were so well ordered and navigated,—heavy, ugly, teak vessels, very true, of from 500 to 800 tons; but their excellent condition in-board was admirable,—with their *sea-coornies*, *tindals*, and lascars,—obedient and good sailors in those seas. The only Europeans on board, the captain and his three mates. All the duty carried on in the Hindoostanee language—Moors, a tongue, by the way, almost rivalling the musical softness of the Malay, and so easy to acquire, that most of us lads picked up a smattering of both, I having lost my share of it somewhere off the Cape, coming home. But we are at anchor at Penang, within half a mile of the low, white, fine, sandy beach and town,—the bungalows and cocoa-nut trees rurally interspersed, and backed by the lofty mountains that form the south-western ridge of the island.

Penang is certainly the most (one of the most is a hacknied expression, meaning nothing) romantically pretty place in the world, and yet I cannot describe it; and would not if I could. I have more compassion on my reader. This was one of poor Sir Stamford Raffles' pet spots; and here I recollect right well his coming on board, with a rather elderly lady, dressed rather fantastically, a good and clever creature, and one already celebrated in song—the "*Rosa*"—of a certain little bard. Ye gods! well, anything but *Rosa*! How will your poetic flights thus point to a discrepancy?

Mr. Raffles was at that time just coming into notice as a clever man and thorough Malay scholar. I forget what he did then besides giving good dinners to our naval big-wigs, and being the life and soul of what little society (European) there was scattered up and down among the cocoa-nuts trees. So, too, parties were made to go to the waterfalls, and up the mountain to the signal station, whose flag-staff just cleared the masses of continuous forest which every where clothed the island. Now, we Mids were supremely ignorant of all these interior beauties, and cared nothing about fine views: indeed, we seem to have had a sovereign contempt for everything in the world beyond our immediate business whether on shore or on board. We had no time to spare from billiards, a good *tyuck-out*, and certain prying into bamboo-houses, for the *sublime* ten miles off. Besides, we were always on

foot, cash being at the lowest possible ebb in those latitudes: twenty pounds a-year being considered pretty well, and no pay till we got home. Hence the philosophy of studying nothing not immediately obviously under our noses.

It is truly wonderful what a happy ignorance there reigns in a midshipman's berth! Our wits were chiefly exercised in adroitly sticking a fork through master centipede, or scorpion, as my gentleman, after showing his forceps, crawled out of the cracks in the beams over our head, and before they dropped, possibly, into our plates; or catching cockroaches ingeniously, so as not to be defiled by their dreadful effluvia, as they crawl over our fingers and noses. Then was the contrivance of keeping as *cool* as possible while sweating at every pore; or, of scratching ourselves *gently* when half mad with *prickly-heat*! These were no mean arts,—no mean accomplishments! being mostly so vitally imperative.

What signified the taste or the philanthropy of a Heber,—the talents of a Munro, or a Malcolm! Vast India and its million gods and one hundred millions of mortals was to us only a vast ocean and vastly hot! Its dark race on the coasts whom we came in contact with were no further speculated on in our noddles, than as the pressing case might require: get a coat made, clothes washed, and to get fruit and vegetables out of their canoes alongside. We certainly laughed immoderately at these dingy *soor wallahs*, as we sometimes called them; but then, indeed, we laughed at everything, except the mast-head, and night watch; both serious things. The latter being the most melancholy and troublesome, we generally tried to bury in oblivion.

Thus, Penang was most dear to us for its pine-apples, the finest in the world: indeed, all its fruit is delicious—a glorious pine for less than a penny; and such bananas! such mangosteens!—(the latter, however, in greater plenty and perfection at Malacca.) This is a fruit of paradise, that requires a whole book of amplification and laudation to itself. Here, too, we revelled in the most glorious yams and sweet potatoes, that made our hard salt-junk and *weevily*-biscuit go down; so that, altogether, with its smooth phosphoric nightly golden water,—its smooth-tongued natives,—its bamboo buildings,—its topes of cocoanut trees,—its lots of fish and fishing-boats,—and I know not what smiling air it possessed,—we were always delighted to get to Penang; whether escaped from typhoons of China seas, or the rolling uneasiness of Madras: or, better still, some four or five months' cruise on an eternal salt water, with very little fresh.

The Malays, who inhabit all this portion of India, that is, the Peninsula, below Pegu, Sumatra, Java, Borneo, and almost all the southern chains and archipelagos of islands south-west of China, are a curious race, an odd mixture of the savage and civilized; and, to this day, neither done justice to, nor understood by us. Witness the still constant mistakes about their pirates and their proas,—not pirates. Witness our giving up Java, which deserved a better fate. Nor are the tales of treachery and horror, so often true, of the Sumatrans and other islanders, at all applicable to Java, whose inhabitants are the most virtuous, and the mildest of all these tribes, as they are the most valuable in every point of view.

Generally speaking, however, from whatever cause, the Malays are

considered very vindictive, often very cruel; but often, to my knowledge, under great provocation, which we were too careless about, from ignorance of their customs, or from our own insolence and presumption. When disastrous consequences ensued we stood aghast! but so it was. We often wantonly made them enemies. How could they—how can they judge of our dominion in India? Our dominion of its seas! They had their own laws;—and laws of nations!—thence some of our fatal mistakes, which, I still fear, go on; and when we tell the story—it is to ourselves.

I should like to see the Malay version of some bloody affairs, that cost us many men, to no purpose that I could ever understand. The running a *muck*, we have heard so much of, is rather accident, and the effect of drunkenness by opium, &c. But when quarrelled with, whether on shore or afloat, the Malays nor take nor give quarter; they do not understand it. While a Malay (all I have seen) breathes, and can lift his arms, though down and stabbed, or pierced in a dozen places, and must die, yet you are not safe while he breathes. They have no idea of giving up alive. Thence the butcheries that have taken place in our fights with them; and, I conclude, among each other. They certainly are very savage, and under affronts or supposed wrongs, sadly treacherous. They wait, in short, for revenge—a dire revenge. This is their fashion.

Being on shore once at Acheen (not far from Penang), in Sumatra, buying white game cocks (we on board caught the mania of cock-fighting from the natives), I was strolling about among the crowd of the market-place cheapening these beautiful birds, when one of my men offended a Malay, I know not how. All were armed with that detestable knife, a *creis*—some poisoned, some wormed, all sharp as a penknife. The first thing I saw was the savage with it already drawn, his arms spread out and stooping forward, glaring round as if determined to strike some one, for the sailor had got away in the crowd; and I and others of my men were at this instant the nearest to him. I certainly felt every way very uncomfortable; for we were a mere boat's crew, only armed with ship's blunt cutlasses, and totally off our guard, with the empty boat two hundred yards off, hauled up by the river's side, with a careless boat-keeper. I had nothing but a most insignificant *bodkin*—(*vide Morning Chronicle*)—called a dirk, by my side; nor was it ever "bare:" for, not knowing what the man would be at, and being so taken by surprise, I stood staring too! Two of my men, however, got their old iron out, I believe; but at the same instant, the Malay, looking still most diabolically, stretched out his own left arm and chopped at it as at a piece of wood. It seemed incredible! a sort of insanity. And so it was: the insanity of rage. He made a wretched gash, of course, to the bone; but he seemed to exult in it, holding it at us, and raving like a madman indeed. I expected every instant to be attacked; but we were lucky. He was instantly surrounded by his friends and others, and they led him aside and seemingly expostulated with him. I gave my fellow a good rowing when we shoved off; which we did with half the stock we intended, as things did not look by any means settled in the market, and we were not at all prepared for hostility; being, indeed, otherwise, on very friendly terms, and often on shore.

Now, this was a mere nothing ; but it convinced me of these people's violent passions. So great, it would seem, that not being able to cut at the aggressor, he cut at himself,—just to show us how little he cared for that sort of work,—and what he might expect if he caught him within short arm's length. Returning on board, we made up for our hurried departure by killing *guanias*, which, poor things, half out of the water on the banks as we swept along, basking in the sun like alligators, (being, indeed, of the lizard tribe) exposed themselves to our shot. They are a great delicacy ; better, much better, than turtle : tasting like very delicate chicken, or that quintessence of dishes—frogs ! But then, who knows anything of the taste of frogs—no Englishman, of course, untraveller. The idea of a delicate dish of guana ! What a thing it is to voyage over the face of “dis circumlar globe,” as Massa Quashy says.

By a smooth transition I recross these straits (of Malacca) and find myself again at Penang, under the active and indefatigable surveillance of that lamented and gallant Admiral Sir Thomas Troubridge, busy, particularly busy, about his gun-carriages (making new) in the dock-yard, a sort of builder's slip in those days, from which we got a few things, and could, on a pinch, make a few slight repairs, there being little rise or fall of tide in these seas.

The *Blenheim* had been just got off from where she grounded, apparently badly hogged ; and was getting put to rights with all the activity and energy for which the Admiral was so remarkable,—only to prepare her as their common coffin ! How inscrutable are the ways of Providence ! All the world know the issue of this unfortunate determination. Nor should I now live to add a word about it, had it not been for my providential removal from the *Harrier*, brig, not long before ; and at the time (blind mortals that we are !) very much against my will. They both went down together.

And here I will make another digression, *à propos*, of what vessel is safe, and what not safe. Where everything is chance and good fortune, it is in vain talking of a safe ship ; for the *Harrier* was a nearly new sloop-of-war, and a charming sea-boat, sound as a roach. This fact again “puzzles the will,” and points to the most dangerous spot for its sea in the world—off the Cape. In all my experience in hurricanes, bad gales,—typhoons of the China seas, whose fury it seems difficult to surpass,—nothing have I ever seen so bad (as to a dangerous sea) as “doubling the Cape : nor ever have I felt as if so near being engulfed by overwhelming mountains of roaring waters ; which are nor long nor short, but somehow do come on, one after another, with a *steepness* and *wickedness*, if I may so say, that sets seamen's knowledge and prudence at nought.

Ships that have rode out gales in other places quietly and snugly enough, *there* have had to throw quarter-deck and fore-castle guns over-board. And we brats, that often and often have laughed at gales of all sorts, and turned-in and snored, let it blow as it would, the moment our watch was out, *there* looked grave enough, and slept, but with one eye open. Whether it is the peculiar conformation of the banks of *Lagullas*, or of the *fetch* of the sea, or what, I know not ; but somehow or other, *there* most accidents happen. It may be, other spots of the Atlantic and Pacific are as bad ; but it is certain that a “chops of the Channel” sea is nothing to it : nor a short confused China seas' sea,

nor the longer roll and swell of any part of the open ocean that I have seen. Besides, it is a perpetual cauldron of commotion. How busy and sad fancy would plunge to its bottom to the rescue of many a fine fellow, rich freights, and glorious warlike vessels in their pride gone down, down,—and now lie in eternal silence and thick profusion, strewed, it may be, in ocean's caves, but too well preserved in brine! To the rescue, did I say? Alas, of what? No, not if one could; they are all happy: while we, more fortunate, are left to wear out wearily life's fall-end.

Well, I will go back to the Straits of Malacca, to the Malays. I was saying they are a strange mixture. Now, of their civilization: their beautiful mats and baskets,—their very fine linen and gorgeously bright and elegant patterns, chiefly chequered, not unlike our tartan plaids, but closer and finer,—their exquisite carving in ivory and wood,—and workmanship of the most surprising delicacy and richness in gold,—in all their trinkets, but particularly their creis handles and sheaths, and their betel-boxes and chains. Our gilt or gold ornaments looked most contemptible beside them. They are, too, a very dexterous people in many ways: very quick—very intelligent. They make admirable musicians; and seem, in short, to have an aptitude for everything. Their appearance totally different from their neighbours the Hindoos,—a well-dressed Malay having something of the Highlander about him,—a handsome 'kerchief, not concealing much of a profusion of moppy hair, which is seldom touched,—a flat, broad, copper face,—eyes wide apart,—high cheek bones,—wide mouth, smeared red with chewing betel-nut and chunam,—teeth black, from same cause, gives them a very hideous look according to our ideas,—thick-set and bandy-legged; the rest of the body is gracefully clothed and loosely, having an ample scarf passing round and over one shoulder, besides another rich sort of large 'kerchief thrown over the shoulder, to one corner of which is appended a number of gold and silver things for use, fastened by a chain—gold box, various picks, spoons, tweezers, &c., employed in their betel-chewing and toilet; the legs and feet bare. They often carry a short spear, beautifully wrought, besides the creis, which is never from the hand or side of rich and poor, and only differs in ornament and richness. I once, at Bencoolen, saw a great many Malay chiefs of the higher sort; their display was most warlike and superb. They are said to gamble incessantly, either at their great game cock-fighting, or in other ways—the result of an idle life; abundantly exemplified among ourselves of the upper orders in England and Europe—descending to our grooms.

To those on the spot the link is very perceptible connecting these people with Northern India, through the links of the Siamese and Burmese nations, till the broad flatness and fierceness disappears in Bengal. The Chinese, in feature, are very much like them; and, indeed, all the nations stretching through the Celebes to the Friendly Isles, and north-west coast of America. The prominent-featured and delicate face seeming to take a sweep from Peru round among the red men of the American woods, and crossing in latitude 47 N., skirts Europe, edging away (avoiding all the extreme northern nations—Russians, Calmucs, Tartars, &c.) by the Poles, Hungarians, Turks, Persians, and Indians, ending at Pegu. This would lead to a curious speculation, while I am professing to talk of the Straits of Malacca.

The most violent thunder gusts and squalls we lowered our topsails to in India were in those straits; violent every where—here they are tremendous. They soon sweep over, and are awfully magnificent; the rain coming down in drops as big, one would think, as big as birds' eggs. But I must take care of the traveller's privilege, which must not (so Bruce found) even tell the truth, if his readers could not fancy it: so I will say nothing about the hail I have been fain to dodge to, pieces as big as—any size you like; as if a hot climate prevented these upper breweries working!

Malacca was another of our favorites, on our way along to China. Hundreds of canoes alongside, full and piled up with fruit; the man-gasteens in baskets, half a dollar a hundred. Why, I am sure, any epicure among us here in town would give a guinea a piece for them! And yet,—oh poor human nature! how, as I have thus feasted, have I longed for a cherry, an apple, or a strawberry! We are perverse animals, and that's all we need say about the matter.

Pretty little green Dutch, plentiful Malacca, is, I see, abandoned for Singapore, on the other side. It hardly existed then, and we never touched there; but I cling to Malacca, and find myself clinging to my youth. This is the secret of our hate of innovation: it goes against the grain,—is unwelcome, good or bad, and hateful.

The public have long known the active part Sir S. Raffles took in the establishment of the new settlement of Singapore; but, I believe, only in consequence of our improvidence in giving up to the Dutch a settlement so useful to us. This giving up I cannot understand or digest. Some exchanges on a general peace are all well and good; but we gave things up, head over heels, as if they had cost us no blood and treasure to acquire.

Conquest is conquest; if not, why are the Dutch there? to misrule, as they do so egregiously, unfortunate Java and Borneo! We have played the devil, with our hasty generosity, forsooth; in the which we have been most detestably ungenerous, to fair islands and a fine race; and most stupidly unpolitic and unjust to our own selves. This very Malacca immediately grew a thorn in our sides. Given up!—we had no business to give it up, and create contempt, and many most inglorious “notes” and necessities. All this was masked by the success of Singapore; but it has nothing to do with our blunder of giving up what we had been fighting and toiling for for so many years. And how has England been repaid in all this? Aye, how—by this power and that?

Not a day now but it is proved, more and more to our sorrow. As if there was any such thing as gratitude in nations benefited! We suddenly found out that little, pretty, useful Malacca was unhealthy! Not a bit more so than the whole coast, Singapore and all—the whole country. Malacca wanted no costly establishment. The natives every where liked us better than their old masters: even the subtle Dutch themselves disliked the change. It was a good roadsted, right in our track; an abundant country, supplies to shipping very moderate; with, in short, every facility. All this was most sillily thrown away. And now, I bethink me, what vexation, and what labour had Raffles,—both here, at Bencoolen and at Batavia,—begging and praying of these Dutch to behave commonly fair to us—their conquerors! This was the

first fruits of our folly. He was laughed at: the natives ill-used, and even killed, for liking us best and resisting a most wanton oppression.

The history of these unfortunate countries is a series of nothing but cruelty and injustice, from the moment we abandoned them in 1814 to the present. But it is an old story—the political good sense of those among us who have the disposal of things after we have fought hard for them!—each and all in the acquirement having added millions to the debt which we, and we alone, must still sustain—for these Dutch will not help us, I fancy!

I am so out of humour at such imbecility, that I will be off out of the Straits of Malacca this moment, and never stop till I get to Pulo Supata, a nice wedge-like rock of an island in the China seas, near the entrance, which we always hailed with delight. It something resembles a shoe; thence its name from the Portuguese, who gave names to innumerable places in the East which they will ever retain. We never went on shore here, but it always seemed to invite us by its bright green grass, its smooth beach, the constant serenity of the weather, and smooth waters. I should think it very healthy, and though very small, large enough for men-of-war's purposes—wood, water, vegetables, &c. But how do I know that the Singapore people have not cast out a *feeler*, colony on it, lying as it does directly in the road to China?

Passing this onward, a deep bight lies in to the left, almost unknown—the Siamese and Cochin Chinese. There the King of Bancroft lifts his mighty head—above his bamboo huts! Crauford's embassy to him is curious—what a set! But we are now getting among the "*exclusives*"—people that do not want to know or be known. We are so impertinently inquisitive that we must needs, however, go and knock at their doors, no matter how many *kow-tows* we have to make—and why not have made them to the Emperor of China? All the *reasoning* I have seen about that foolish failure and most expensive experiment only more and more convinces me that any prominent absurdity may be not only defended but applauded—mankind always strictly divided betwixt sense and nonsense. Who's right? Then there are your inexplicable shades, nice distinctions, different views, &c. &c., in which the *lucidus ordo* is stirred up till turbid enough to create mud worse bemuddled! then there are your very grave narrators of very silly affairs; then comes your *name*, which shall carry a certain weight with it!—to this I make nine *kow-tows* with my nose to the ground.

Now, "by my *two troths*," the Typa is a pleasant place!—a landlocked basin (by one or two isles) close off the good Catholic Chinese-Portuguese town of Macao. Those fellows never bothered their brains about *kow-tows*, or they would not possess so useful a place, where we, the mighty, are as a mere factory—mere nobodies! I forgot to say I am fairly in China, and among a people totally different from all others in every possible way. Macao has a noble harbour for their own vessels; but the "*Fanqui*" men-of-war (us) had the Typa to ourselves; merchant-men anchoring in the roadstead.

Here we are in the labyrinth of the Ladrone islands, sown along the coast and entrance to the river Tigris and Canton. This coast has a bleak, brown, barren aspect. Little hidden spots are carefully cultivated—for a Chinese will almost cultivate the roof of his house; but the land is rugged, stony, and poor. I once tried to bury a sailor at

Lintin (the only spade I ever put into Chinese ground) ; we had hard work of it, and at last, in two hours, only got him down about eighteen inches ; but, poor fellow ! he had almost a stone grave, such as it was.

Why are the Chinese so very different from all other men ?—It is not exactly their broad flat faces, and noses, and mouths, and pointed chins, and square jaws—their hog's bristles of hair shaved off, except the forty-inch tail—nor their singular garments (the women all wear loose trousers too), nor their broad hats, nor their bell hats, nor their glass-of-many-colours buttons, and red horse-hair that crowns them (to denote rank), nor their long nails, nor their linen boots and two-inch thick soles, nor their sleeping in their clothes on bare boards and a mat, with a block of wood or rattan cylinder pillow, nor their worshipping *joss*,—all these peculiarities and fifty others help ; but the grand difference is in their ideas ! They wisely think as little as possible, and there is but one idea among two hundred thousand souls, and that idea (according to our perceptions) is upside down !—But softly—though some of us may have two ideas, may they not appear upside down to the learned mandarins ?—it is more than probable. It is an abstruse question—I'll let it alone. But I know positively we used to eat duck-eggs by thousands, till, as our boatswain said (he was a wag) we should get aground on the shells ! Our *compradore* was a famous fellow, who did everything for everybody. Always cheerful, always civil ; speaking a little broken English—"Hab you do sa ?—hab fine day—hab da beef ? hab you ting wass—hab you nanqui trowsa mak ?—chin, clun, yis, tomollo." "Hab" (have) was a standing word against which all things leaned. Poor Aming !—he was really a worthy creature, and cheated us very softly ; always bringing on board, when up at the Bocca Tigris, jars of preserved ginger, and great baskets of the most delicious oranges in the world, as a parting present to captain, officers, and midshipmen.

When we lay moored at Chuën-pu (perhaps 150 miles above Macao) we sometimes attempted to have a run on shore. There was a temple (a *joss*-house) opposite to our anchorage ; we often looked in. There sat two grim figures, such as we are familiar with, evil genii, or devils ; as your Chinaman reasons that it is absurd to pray to the Author of all Good, so they simply beseech their Belzebub to be as quiet as possible, and not kick up a row—leaving little offerings of rice on the altar, and keep slender rods of punk constantly burning. We never found any body actually in this small temple, though there was a village just behind a hill close by ; nor did they appear to care for our visits to it ; but they would have nothing to say to us. Once, I think, the marine officer and a lieutenant went shooting (they shot nothing of course, for there was not a thing to shoot) ; but venturing too near the town, and some people having rice, &c., they were near getting stoned or bamboozled, two favourite modes these odd people have of expressing their one idea, when we, the *fanqui* (red-haired men of the west), were concerned.

The brown hills at Chuën-pu are to me green spots in memory's waste. A little above us, as we lay at anchor, we had the bluff Bocca Tigris, defended (but poorly) on each side by a peculiarly weak Chinese fort. Here the river Tigris, after sweeping through a level and marshy country from Canton and above it, empties itself amidst the hundred islands that form the archipelago of this part of the coast. We often returned to this quiet spot, knew every hill and headland, but not a thing of the country or its inhabitants.

How much we are in want of some minute, new, and authentic account of the Chinese! We have the meagre, doubtful tales of Marco Polo; of French missionaries; Sir George Staunton has said something; Mr. Barrow, and Mr. Ellis—all clever men; but we still know absolutely nothing of this extraordinary nation. The experiment of the ship—*Amherst*?—sent up the coast two or three years ago, threw a good deal of light (and a good deal of blame on earlier attempts) on the genius of the Chinese policy; and how oddly the authorities are at variance with the people at large on the coast, as to trading with us strangers! It would seem as if that bold and intelligent trip, in which they obtained a cargo, and absolutely browbeat and mastered the mandarins in their very towns, by sheer confidence and coolness (for they had no force), had been smothered up: we hear nothing more of the better policy on our parts then recommended; but, on the contrary, we have just witnessed a most painful failure of the sort of milk-and-water new experiment of the late chief sent to Canton.

Some four or five years ago a learned French pundit, who is reputed a good Chinese scholar, (having passed some years in China,) wrote a Chinese novel: from this insipid production, as I waded on diligently, I hoped to extract something beyond my own knowledge of this singular people's manners and customs. Not so. He made his Chinese heroine talk a great deal of extra nonsense—an eternal allusion to rose-buds, (a purely French idea,) and the young men and women constantly idling together, sipping—not tea, but *wine*! To be sure this is something new: it is possible it may be true of some particular province of that vast empire; but I should have taken it as a hoax, or a piece of impudent ignorance, such as often attempts character of the *beau monde* in our own novels, were it not that this author is well known in the literary world.

Now, of all men living, if I could write a novel worth reading at all, I fancy I am the most fit to write a Chinese novel, to be called the *Chronicles of Tsing-hai*, since I absolutely once lived two weeks in a little obscure village on the coast of China, and was boarded and lodged partly at a private kind of *jos-temple*, partly at a respectable citizen's house, where I saw a good deal of Chinese domestic economy. This was at a spot where, till we were wrecked among them, they most certainly never saw a European face before—as secluded and out of the way as if a man were to be thrown on shore at Sutherland on the north coast of Scotland.

I mention myself, because I really believe I am the only survivor of that wreck; though at the time, of eight of us, we all got safe on shore, half-drowned to be sure, and bruised a little by the rocks. But Heaven knows what has become of my co-partners in exile! If any yet live, I do hereby give up the task of describing our mishaps to their more able handling, as well as the interesting narration of what we did, what saw, and all the village gossip, as yet unchronicled. In a word, the minute features, alone interesting and curious, I have forgotten—Oh, why did I not keep a diary! The rest, I fear, would “lose the name of action.” Not that I have the least doubt but that the identical village and its good people are exactly the same as they were eight-and-twenty years ago, making allowances for births and deaths. Our good old landlord and landlady, who used to bang him occasionally, when he had drank

too much *sam-shu*, are most likely gathered to their fathers, and the little boys and girls that used to run hooting and shouting at our heels when we went out have doubtless become grave, decorous members of that fishing community.—But as yet 'tis time enough to talk of this remote part of the empire—my present business is with the Tigris and Canton.

The face of the country in China is like the people themselves, like nothing else on earth—all is odd and passing strange—far as the eye can reach. Each side the river stretch vast rice-fields, level with the water's edge, which circulates among them in the arteries and veins of innumerable creeks; up which are dotted about *saupans* and junks; the people themselves at work mid-leg in water, some at the rice, some with their *ducks*, some with cargoes gliding along larger canals to the remoter interior. On the frame of the hilly horizon, innumerable pagodas shoot up with their fantastic stories and eaves, gaily painted and gilded; villages thick studded—some on the hill sides, some as if rising out of the *paddy*-fields and water—then the river itself (which immediately within the *hacca* spreads out into a vast lake) full of fishing-boats and commercial junks, and parcelled off with all the regularity and minuteness of a spider's web, with fishing stakes, with nets above and under water, and every possible and impossible ingenuity to catch the sinny tribe, at work! What a sad time the poor fish must have of it in the Chinese rivers!—in Europe we have no conception of it—it is mere laziness and child's play compared to the sharp-set indefatigability of these *millions* of amphibious men and women.

As you advance to Canton the *saupans* and boats of all sizes and shapes increase at every mile. At *Whampoa* a forest of European masts tells you it is the anchorage—the ne-plus-ultra of us "*Fanqui*" traders. Here, rubbing sides, are the merchant ships of all nations waiting for their cargoes, but the great body consist of English and Americans.

There is a village at *Whumpoa*, and a hoppo or custom-house sort of guard station on the only visible hill that rises out of these interminable green rice-flats, on the left (or right bank) of the river. There was an encampment on the side of this hill in 1808, when Admiral Drury bearded them a little with the boats of the squadron at Canton—but it all ended in smoke—they had their own way—indeed the show we made amidst the myriads of people, whose boats alone covered the whole face of the river, and the hosts of armed men swarming in their war junks—the figure *Jack* cut in our launches, and cutters, and barges, was absolutely ridiculous!—a single *junk* would have eaten us up if they had had the *stomach* of chickens. But the Chinese are not, collectively, very brave (though I have never seen want of spirit in any single individual), but our *force* was such a mere mite, that our pugnacious bearing was not unlike the fierceness of Gulliver in the paw of a Brobdingnagian!—We certainly threaded our way through this host, amidst the glitter of hundreds of thousands of pikes and swords, and clang of warlike gongs—and a confusion of voices and other noises earthly and watery—but the Admiral pushed on—and we landed at the factories, the open space before these buildings, one mass of human heads: we got some chests of dollars into the boats—the Mandarins were obstinate, and the Admiral, after all, thought it best to get us down to *Whampoa*, and on board our ships at second bar. Lucky that no accident occurred, and not a blow struck—

though as we returned the din increased ten-fold; the noise of the gongs alone was *war* enough—besides the hacking at us, and hostile gesticulation of the soldiers, in apparent rage as we passed along their tiers of war-boats, made us feel that at any rate, though we did not understand their wit and abuse (no doubt very keen!) yet, that the sooner we extricated ourselves from this noise and confusion the better. It was a solitary drone in a bee hive.

I believe our *boats* have never been sent up since then in hostile array to Canton. But the other day we were fired at from their Bocca forts—just as we were then—but with little or no mischief. The brig I was in was hit several times, but no lives lost and none wounded. We returned the fire of the forts—just as the frigate did in the last affair—but firing at forts is all nonsense, nothing is ever done to repay the folly of wasting so much powder—still less, to avenge the lives lost by so unequal a contention—Algiers ought to set that question at rest for ever!

Every body has heard of the Ladrone Islands, the outer cluster that form the entrance to this deep bay (or gulf rather) I believe we know as little of the inhabitants of these islands at this day as we did then—it appears they are in a constant state of hostility with the Chinese *authorities*; though they appear one and the same people—in a state of rebellion, and independent of the Emperor of the Moon and Sun—simply because his war-boats cannot conquer them! It was one of our amusements to witness the various manoeuvres of these adverse fleets, which sometimes came pretty close to us in their half-and-half fights and flights—for both sides seemed especially cautious not to come to close quarters—the Ladrone fleet, however, of the two, was the boldest—being generally obliged to sail up towards the mouth of the river in search of the Chinese fleet. On these occasions there was the usual tremendous clang of gongs—some few shot fired—the Mandarin junks getting under weigh at their approach—firing in the air, and making a great fuss in their fright. Then would both sides sail away, playing at hide-and-seek among the islands. We used to *hear*, from Aming, with many “ayahs!” that a junk was taken on either side now and then, and all heads cut off as a matter of course; but, certes, we never witnessed anything so rash; and as to the rights of this interminable and incomprehensible war—those, like all other things of the Celestial Empire, remained a mystery.

On one occasion, being under weigh with our squadron, we took part with the Mandarins and fired at the Ladrone fleet, without very well knowing why! but it was all very good fun for us boys—happily our shot never went near any one of them, as their junks are excellent *sailors*—familiar with every inch of ground about the islands, and chasing was quite out of the question—they laughed at us and the Mandarins too. But let me return higher up the river and remark something of the customs of these odd people. We have a general notion that the feet of their women are tortured into shapeless stumps, on which they hobble along—yes, of the upper class perhaps—but not the great body of the people, who cannot afford this precious luxury; in a word, I think I may say that all poor feet are as nature made them—and very pretty little feet they are, if I can judge by our *washing* girls at Whampoa; and the women I now and then saw in the fields near the shores, and when I resided among them in “our village.” So too I have seen very pretty

faces among the women and girls on the *waters* of China—salt and fresh. The rivers are almost covered with boats (saupans) of various sizes near their large towns (as at Canton), in which whole families live all their lives—the wife and children while little, hardly ever I believe going on shore. In these small boats, six or eight feet by four (over which at the stern there is a bamboo semicircular cover, just high enough for the children and father and mother sitting), the whole occupation of the *ménage* is carried on; the children crawl and play about the boat with a little double-headed shot of wood tied to their necks, to prevent their sinking out of reach and sight when they toddle over, which often happens; the mother pulling them in as she would the wood albino—a more precious article!—There she sits over her cookery, always rice, and a tiny bit of fish, and vinegar (all done under one cover by steam, with a most inconceivably small bit of fire in a tiny earthen stove), every now and then seizing her scull (most if not all the small boats are sculled), and impelling her little fabric about where she wants; sometimes to the shore for the husband, or to the centre of the river, or to friends in other boats, &c. I really think, at Canton, it might be possible to walk across the river on these family saupans, where the woman is sole agent and directing power, the men during the day occupied elsewhere.

(To be continued.)

THE BRITISH TROOPS IN AMERICA.

THE circumstance only of my having been on the move at the moment when your December Number was going to press, prevented me from taking earlier notice of a remark made by Colonel Napier at a public dinner given at Bath some weeks ago. But it is better late than never. The military opinion which the gallant historian advanced on the occasion must be fairly met; and it cannot possibly be met to greater advantage than when brought forward under the sanction of his name. By uttering the opinion to which I shall allude, Colonel Napier has rendered easy the task of dispelling the errors on which it is founded. His own fame will cause his words to be heard wide and far; and it is easy to call attention to the discordant notes that a first-rate master may sound on the high-toned bugle, for he is sure of being listened to; but it would be idle to point out the *falsettos* of the penny-trumpet with which noisy children, young and old, vainly attempt to attract notice. Colonel Napier has rendered the task of dispelling this mischievous error gratifying also; because we may ambitionate the honour of breaking a lance, in courtesy, with a gentleman of his talents, character, and high feeling; whereas the party to which he has allied himself offers few champions worth the very easy effort of unhorsing.

Before proceeding, it is right to say that I have seen only extracts from Colonel Napier's speech, in the *Sunday Times* I believe, and that I now speak of these extracts from recollection only. The exact words I cannot pretend to quote; and it will be easy to set me right should I ascribe to the eloquent historian sentiments which he did not express.

Colonel Napier is reported to have said that "the British soldiers failed

in America because they stood, as patriots and freemen, on less firm and less elevated ground than the Americans themselves." These sentiments must, no doubt, have been music to the ears of Colouel Napier's hearers; but that they should have been uttered by an officer of fame and renown, and one of whose great military talents, not unmixed with erroneous views, the army and the country were so justly proud, is afflicting indeed. It cannot with any justice be said that the British soldiers failed against the Americans, though they certainly failed more frequently in America than in Europe, and for very evident reasons. The war in America was a war of posts, carried on in woods, forests, and intersected grounds, in which individual skill, activity, and knowledge of the country necessarily told to the greatest advantage. In such a contest, the pipe-clayed automaton, to which the delectable science of modern tactics strives to reduce the soldier, had comparatively little chance against the keen, active, and intelligent backwoodsman, well armed, and well skilled in the use of arms. The British soldier is, thanks to prudent economy, provided with a clumsy and unhandy weapon, which he is never taught to use; which, as a weapon for distant contest, cannot be used with skill, and as a weapon for close combat, cannot be used at all. He is untrained in athletic and gymnastic exercises, and taught only to pipe-clay belts, to perform the manual and platoon exercise, and to go through what are termed the field-movements. These movements teach men to act together certainly, and are therefore, indispensable; but they do not teach them to act with individual skill and energy, the qualities most requisite in American warfare:

"All this you know, your gestures tell,
Yet hear again and mark it well:"

for there are truths that must be repeated till they become, along with the inferences to which they lead, complete and absolute truisms; and those important tactical truths, to which so many are still striving to shut their eyes, belong to the number. Trained and armed as British soldiers are, the wonder is—not that they sometimes failed in America—but that they got on half so well as they really did. Nothing, indeed, but the natural buoyancy of spirit, together with the innate military qualities for which British soldiers of all ranks are distinguished, could make them overcome the soul and body cramping effects of modern tactics. And how were they commanded in America? Were officers of peculiar and acknowledged abilities selected for a service of all others the most difficult and trying? No—they were commanded, like the rest of the Army, by officers who had sufficient money to purchase commissions and promotion, or interest enough to obtain such good things without purchase. The knowledge and capabilities of the appointed and promoted were things that nobody inquired about; because nothing but the lives of the soldiers and the honour of the country depended on them. A field-officer was cashiered for incapacity displayed during this American war; and two general officers were only prevented by death from being brought to trial for inability or misconduct, supposed to have been displayed during the same short contest: causes enough, in all conscience, to account for the failures that took place, without ascribing them to want of patriotism on the part of the soldiers. Men of high patriotic feeling, keenly alive to the honour and renown of their country, will brave dangers and undergo hardships the very contem-

plation of which will make the feeble shrink back in dismay. Such patriotism will make men brave and gallant soldiers; but it will make them nothing more. And Napier the historian has himself shown us, that the physical courage of well-commanded British soldiers cannot be surpassed.

A voyage across the Atlantic could hardly impair this courage: but trained to a single and conventional mode of warfare, in which masses did everything, and individual skill little, they were totally unprepared for a new system of fighting, in which individual skill was everything, and the power of masses little or nothing. This great error in military training is not to be ascribed to the officers and soldiers of the army: it originated in the brilliant and enlightened military views of the period,—views that none laud more highly than Colonel Napier himself. Whenever chance brought about an open, manly, and stand-up fight between the British and Americans—where courage, resolution, and modern soldiery had fair play, there the British were constantly victorious. At Queenstown, Amherstburgh, Lundie's Lane, Christie's Farm, Stoney-Creek, Washington, and Baltimore, they overthrew in the most complete manner, and under the most difficult circumstances, greatly superior numbers. In the night-affair before New Orleans, 1500 British soldiers, exposed to a terrible flanking fire from the American ships of war on the river, defeated all the forces with which General Jackson assailed them in front. Nor is this any reproach to the Americans; they were only inexperienced soldiers and militiamen, who on every occasion performed their duty bravely and well, but who could hardly be expected to cope successfully in the open field against tried and experienced troops.

And where, after all, and under what circumstances, did the failure of which Colonel Napier speaks really occur? The British failed at Sacket's Harbour, Plattsburgh, and New Orleans; to which, for argument sake, we will add Baltimore—the Americans having there erected a monument to commemorate a victory where not even a skirmish was fought. • At Sacket's Harbour and Plattsburgh the British forces retired from phantom hosts and imaginary foes. No fighting and hardly any skirmishing took place. The British commanders found, or fancied, the enemy's numbers too great, and his forts too strong, (please to recollect that there were forts to be attacked as well as armies,) and therefore gave up the intended attacks. They—the generals—the men raised to rank by the modern system of promotion, “came, saw, and retired”—they were certainly beaten; but the troops could not possibly have been beaten—for they were not even called upon to fight, though they demanded nothing better.

At Baltimore something of the same kind happened. The Americans, on being defeated in an action that took place immediately after the landing of the troops, retreated to some intrenched heights in front of the town. The British advanced to the foot of this position, and finding it strong, the commanding officer, very properly I suspect, declined to attack it at the head of only two or three thousand totally unsupported infantry, and therefore withdrew his so-called army. The Americans have, it seems, erected a monument to commemorate this victory; and a foolish thing it is: for men who, like the Americans, are brave enough to gain real victories, should never raise monuments

to ideal ones. The practice will bring even "sculptured stone" itself into discredit.

And now a word of the affair at New Orleans, of which our trans-Atlantic friends and domestic enemies are so very proud. The Americans had a considerable time to prepare for the reception of the expedition. The officers of the army knew nothing indeed of their destination, but every Jew in Jamaica was fully aware that a force intended to act against New Orleans was expected to assemble in the ports of the island, they had taken steps accordingly, and had not failed, in the way of business, to turn the knowledge to a good account. The front which the Americans had to defend was eight hundred yards in length, and besides the previous time for preparation, nine days were allowed them, after the first landing of the troops, to form this narrow opening*. The land is alluvial, perfectly level, and easily worked. The Americans are quick and skilful hands with the spade and pickaxe, as well as with the rifle. They had the resources of New Orleans and of the entire country at command, and with such advantages of time and means, active men could not fail to throw up a formidable line of works, considering that active soldiers, who are not always good spade-men, should still on fair ground be able to cover their own front in the course of a single night. The British had therefore a well-fortified position to attack at New Orleans, and not an army covered merely by a few slight field-works. This position was occupied by a force numerically far superior to the assailants, and was defended by a train of artillery so formidable, that it silenced the British batteries in the course of a few hours, the entire front of attack was besides *enfiladed* by the fire of guns placed on the opposite side of the Mississippi. Of the capture of the works placed on the left bank of the river we shall say nothing, as it led to no result, but*shall confine ourselves entirely to the principal attack.

Three columns of infantry, amounting in all to less than 5000 men, advanced against the lines already described. The plain was perfectly flat and level, there was not the slightest sinuosity or wave of ground that could shelter the attacking masses from the front fire of the lines, or from the flanking batteries. There was no rushing out against the Americans from trenches, or from broken ground close to the defences, and carrying the works at a run, before the order and impulse of the assailants could be broken, there was no fire of artillery to cover the advance and take off the attention of the enemy, the reverse of all this was the case: the British columns were exposed, *cap-a-pie*, "from head to heel," to the fire of round, grape, and musketry, from the first moment they came within range of the hostile arms. *There was no shelter, no protecting fire to distract the attention of the enemy, — nothing, in fact, to prevent them from taking the most cool and deliberate aim at the masses slowly advancing to the attack. At more than a thousand yards from the lines the assailants already became exposed to shot and shells, at five hundred yards, grape and cannister would

*To grant the enemy such a delay, if it could have been avoided, was no doubt wrong, but the ships were at a great distance from the coast, and the troops arrived successively. The writer, who speaks only from the report of others, is unable to say whether time was needlessly lost or not, nor has it anything to do with the present purpose.

begin to whistle through the ranks; and at two or three hundred yards they would be exposed to the full fire of round, grape, and musketry combined; the fire closing round them the nearer they approached the lines and presented their flanks to the musketry of the salient faces of the works.

Leaving the misconduct ascribed to the commanding officer of the 44th regiment out of the question, let us proceed with our investigation as if nothing of the kind had happened.

The gallantry of the columns is unshaken by the fire to which they are exposed; the men advance over the dead and the dying; they reach the lines, but the ranks are naturally thinned, the masses are in great confusion, and the impulse is arrested by the ditch of the works;—this ditch cannot be passed at a run, as we know that fascines were deemed necessary to fill it up; the walls cannot be carried at a mere on-rush, because ladders to escalate it were thought requisite. What, then, is to be done? The troops are under the very muzzles of the hostile guns and muskets, men and officers falling faster and faster, just in proportion as the occasion of their presence and exertion increases. Is it possible that, in such a situation, and under such a fire, impulse and order can be so far restored as to enable the assailants to effect the passage of the ditch, to cut down the palisades, and to escalate the wall? Let any one acquainted with war, or only with poor human nature, answer the question. Many officers and privates threw themselves into the ditch in order that everything men could do might be fairly attempted: most of these gallant soldiers were killed before they could extricate themselves either one way or the other. On some points a few men reached, and even ascended the wall; but they effected this only by twos and threes, and were of course taken prisoners. Let me repeat my question. What could men effect, situated as the British soldiers were, on reaching the front of the American defences before New Orleans? Supposing they had continued to press on, and had succeeded, under the close and heavy fire, to force the passage of the ditch, to break down the stockades, and to escalate the ramparts, what would have happened then? The scattered and broken bands, totally unacquainted with close combat, having no weapons for such a contest, never having contemplated the possibility of such a contest, would have found themselves face to face with the untouched and regularly-formed American reserves*, against whom they must have come by tens, twenties, or fifties, as chance enabled them to scramble over the works. My own conviction is, in opposition certainly to many better and more experienced officers, that it was, from first to last, a "hopeless case," unless the Americans had been disposed to run away of their own accord.

That such lines have been carried over and over again proves nothing, for it is difficult to say what has not *happened* in war (in 1806 the strong fortress of Spandau was taken by a regiment of Light Dragoons)—we must be guided only by what has been and can be

* The Philo-Americans in this country pretend that the Americans had only 1500 men in the lines. But the militia of New Orleans alone exceeds three times that number, without including the regulars and the provincial militia, who had very properly been collected from far and near, and who, for the defence of lines, are just as good as regulars. The Americans, therefore, had reserves, because works of eight hundred yards could not hold half their number in one line.

effected by force of arms. Well-constructed and well-defended lines and field-works may be carried by a great superiority of numbers, when assailed under the protection of a heavy and superior fire of artillery ; or when rushed upon from good shelter close to the works. But I know of no instance in military history of an attack similar to that attempted at New Orleans having succeeded ; nor do I see how that attack could have succeeded, though confident that the soldiers vanquished on that day would, on open plain, have sprung fearlessly upon twenty thousand of the most determined adversaries whom the world could have picked them out. I am bound to add, however, that there were staff-officers present who believe that the works might have been carried by the reserve, had it received orders to advance, immediately on the repulse of the first line ; and I have reason to think that the project was urged upon the General who succeeded to the command on the fall of Sir Edward Pakenham. I am willing to allow that a renewed onset, particularly against young and inexperienced troops already a little confused and shaken even by their own successful fire, is trying enough. Even the bravest are delighted to find themselves safe in wind and limb, after seeing danger in its wildest form pass by them ; and with most men of earthly mould life seems to acquire some additional value when just rescued from the very jaws of fate. On fair ground such onsets have, when they can be resolutely made, a very good chance of success. But at New Orleans every thing was against the assailants, and nothing in their favour ; the level plain, the long advance, the heavy unreturned fire, on front and flank, and the untouched entrenchments, all to be overcome by two battalions of moderate strength, the works giving security, confidence, and a true rallying position to the enemy. No, no ; as things fell out it was a hopeless case.

Let not my own words be quoted against me. I have said that " it often happens in war, when the spirit of victory is high, when its flashes of inspiration dispel the clouds of doubt, as the flashes of lightning dispel the clouds of darkness, that soldiers must give the reins to imagination, and, trusting to valour and fortune, grasp at victory, though placed beyond the barrier from which mere calculation would shrink back dismayed." But the effects that can be produced by mere unsupported valour have limits ; for there is a weight and quantity of fire through which the slow and vulnerable frame of man cannot pass unharmed.

No one has spoken with more scorn of the general effects of musketry than the present writer ; and he is fully confident that no modern infantry would, on fair ground, have the slightest chance against bold and determined men, who should rush in upon them, sword or lance in hand. But things are changed the moment obstacles, capable of breaking the onset, intervene. It then depends upon the nature and position of those obstacles, whether they can arrest the progress of the assailants long enough to give the musket time to perform its slow work of destruction. Some may be overcome with little loss, some with greater, and some cannot be overcome without a loss sure of being destructive to the attacking party. At Badajos the sword-blades *cheveaux de frise* could not be cleared away under the very muzzles of the French guns and muskets : it was the same at New Orleans, the assail-

ants were arrested by obstacles that gave the hostile arms time to perform the work of destruction to an extent that rendered success unattainable. To draw the exact line between what can and cannot be effected in such cases, is the great difficulty of the profession; at present we only strive to blind ourselves on this point.

We are gravely told by one set of tacticians, that horsemen arriving at full speed, and with the full impulse of their horses, against a square of infantry, being exposed only to a single volley of miserable musketry, must yet quail before that one discharge of ill-aimed fire-arms. "How vain," says Colonel Napier*, "how fruitless to match the sword with the musket! To send the charging horseman against the steadfast veteran." That is, cavalry soldiers are allowed to run away from one volley (there is nothing like defining things plainly), but infantry men have no such privilege. "Forward!" says the Martinet, "let the columns advance with sloped arms, at a hundred and eight paces in a minute; see that distance and covering are well preserved, and victory is certain, for there is nothing to the contrary in the book of regulations." The columns are sent and scattered by round and grape during the long and slow march; ranks are swept away by the vengeful rifle and continued peals of musketry, and a third of the men have fallen before the works are even reached. "Very melancholy!" ejaculates the Martinet, "not justified or explained by the regulations, the men should not have fallen, the works should have been carried; fault somewhere, no doubt; hope we shall be more fortunate another time, *en attendant*, the less that is said about it the better." Thus we go on uttering, like Pistol, "prave 'ords," indeed, but reasoning, if possible, as badly upon military matters as modern liberals reason upon political ones.

The failure of the British troops at New Orleans was as complete as possible; but patriotism, or the want of patriotism, had nothing to do with the business; it resulted simply from the nature of circumstances, that rendered success next to impossible. And yet the action offers a curious proof of the singular influence that the merest, and sometimes the most trifling accidents, exercise over the events of war. The canal cut by the British, and by which the boats were brought from the lake into the Mississippi (a grand idea and a grand work), was to have been ready in sufficient time to admit of the American batteries on the opposite side of the river being assaulted before daylight, at the same moment with those on the left bank. The Americans would have been attacked in the dark, they would not have seen the advancing columns; to young troops darkness magnifies the foe, and is, in every respect, trying. The batteries also on the opposite bank being taken, as they afterwards were, the destructive flanking-fire from that quarter would have been avoided. Success was almost certain; an accident turned the scale. Some part of the canal bank gave way; the work was delayed; daylight broke before the boats could pass, and the impatient and intrepid Pakenham, instead of quietly waiting the result of the other attack, which, as events proved, would have insured victory, rushed on in open day to almost certain defeat. Peace be with him!

"For warrior gentler, nobler, braver,
Never did behold the light!"

* Peninsular War, vol. iv. p. 240.

General Jackson is evidently entitled to very great credit for the ability displayed in the defence of New Orleans. Nothing could have been better than his management, and the generalship he displayed; but the soldieryship called for was of the humblest kind. The troops, no doubt, performed their duty bravely and well, but it was not a difficult duty; it was only firing, in perfect security, over a good breast-work. The Philo-Americans * should, therefore, say less about this affair; for, to repulse men from before good strong lines, and to defeat those men in an open field of battle, are altogether different things. Nor should it be called the "battle of New Orleans;" for it was no such thing. A battle, from the French *bataille*, implies fighting; and properly speaking, there was no fighting at New Orleans, it was only firing: which the Americans, secure behind their good entrenchments, had all to themselves. The brightest feat of arms of which they had to boast, during the war, was the sortie from Fort Erie.

Before we leave this subject, let us inquire how the war in America was carried on, and how far any real success could be achieved by pursuing the feeble system that was adopted. Of the war in Canada it is needless to speak; the defence of the immense frontier of that province by three or four battalions, aided only by some weak corps of militia, reflects the greatest credit on the defenders. I shall notice only the few offensive operations undertaken as the troops arrived successively from Spain.

The expedition to Plattsburgh.—This inroad was projected, as we must in charity suppose, for the sole purpose of capturing two or three brigs stationed on Lake Champlain. The troops retired without striking a blow, the moment the defeat of the naval part of the expedition seemed to place the said valuable brigs beyond our reach. It was well that a plausible excuse for this retreat was thus furnished; for it is impossible to say what object could have detained the army a single day or hour at Plattsburgh, had the Americans given it up of their own accord. Its capture, had it been taken, could have led to nothing, it was not a vulnerable point. No object, from which we could derive benefit, or that could weaken the enemy, was to be gained by the capture of Plattsburgh. Men might be lost in the attempt,—fame might be lost in the failure—but there was nothing to balance the account; and it was evident, therefore, that we had no business to attack the place.

At Washington, where we succeeded, no real benefit was gained; and at Baltimore, where we conquered in the field, credit was lost because we failed in carrying away a few merchant vessels, the paltry objects of the expedition. What national result could be gained on our part? or what national loss could be inflicted on a great empire like America, by three or four thousand (unsupported) men thrown upon the coast near Washington † or Baltimore? The points were of no vital importance,

* More allowance is, of course, to be made for the Americans than for the mere Philo-Americans; and Jonathan himself is, in truth, a far more rational person than his blind worshipper in this country.

† The expedition to Washington was undertaken in retaliation for the wanton destruction of the little town of York, in Upper Canada. That we had a full right to retaliate is certain, whether it was worth while to use that right, is a different question. The atrocious falsehoods uttered on the occasion by the American press, against the British nation and army, were discreditable even to enemies. The repetition of these falsehoods, with additions and unimprovements, by the Liberals of our own country, were worse than discreditable—they were disgraceful.

they could not have been retained, except at a great expense; and were not worth retaining at any expense, however small. These expeditions were mere inroads, therefore, that could lead to no results, and could have been projected only by persons as little acquainted with the offensive power of armies, as with the natural defensive powers of extensive empires.

The expedition to New Orleans was the only one of all these ill-fated enterprises from which real advantage could, by any possibility, have resulted. But, thanks to the noble system of economy, so sparing of money and so lavish of blood, which guides all our military measures, this well-conceived expedition was fitted out upon so insufficient a scale, that it could only succeed by the willing submission of the enemy. It was totally unable to overcome protracted resistance; and was, in fact, so feeble, that it could not even recover from a mere check experienced against fortifications, that every sane person, beyond the limits of Downing-street, must have expected to find before one of the most important towns of the American Union.

Not a single one of all the failures sustained can, therefore, be charged against the British soldiers. The old Prussian, or new French, system of tactics, (take your choice of terms,) that we cherish even as the apple of our eyes, failed in America.

The British system of promotion, with which wealth and influence are everything, and merit nothing, was exposed during the American contest, in all its blood-stained hideousness. The military policy of England, guided by men, ignorant alike of the strength and the weakness of armies,—swayed besides by the influence of philanthropic and economical patriots, whose evil counsel fell, like a death-bearing pestilence, on the ranks of the army—shone out in all its poor and paltry littleness: in the constant striving to save farthings, millions of treasure were wasted, and thousands of gallant lives were remorselessly sacrificed.

The valour everywhere exhibited by the troops,—the zeal, ability, high spirit, and devotedness displayed by so many matchless officers,—the number of gallant blows struck, and noble feats of arms performed,—were not, it must be allowed, sufficient to counterbalance the folly, ignorance, and presumption, that marked the official management of that most miserable war. But, I repeat, the fault was not with the troops. They are, notwithstanding their faulty and inefficient system of tactics, fully equal to the duties of an American war, as well as of every other war. We wish not to see the experiment tried: there is something revolting in the idea of fighting against men who speak your own language; and the present writer has always pointed to the East as the quarter in which the real enemies of France and England are to be looked for. But the soldiers of a great nation must know that they are equal to any contest. An American war, like every war in which brave men are to be encountered, has its difficulties; and it is only by looking those difficulties fairly in the face that they can be overcome. Had we listened to the liberal and patriotic despondency which so long represented us incapable of contending against the French, we should at this moment have been crouching beneath the lash of Napoleon, or his successor on the throne of the Grand Empire.

J. MITCHELL, Major, H. P. Unattached.

P.S.—In the November Number of the United Service Journal, you were so good as to give insertion to some remarks of mine on Military Promotion by Purchase. At page 303, line 10, there is an error of the press, which I hope you will here permit me to rectify. The term *one-handed lancers* is printed *one hundred lancers*, and changes the meaning. I consider the lance a two-handed weapon, and therefore unfit for the cavalry soldier, who has only one hand disposable; and I wished to represent it as such.

I also hope Lieut. Gilbert, R. A., will do me the justice to believe, that in speaking of the Artillery as “a limited service,” I could mean only limited in regard to numbers, when compared to the Cavalry and Infantry. I see no reason why the Artillery should not be divided into Regiments, in order that Officers might be removed and promoted from one to another, as the nature of the service might demand.

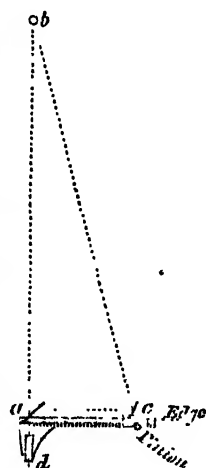
SUGGESTION IN MILITARY SURVEYING.

As the district occupied by the army of an enemy cannot be surveyed in the usual manner, excepting at imminent hazard to the officers engaged in the operation, the mode of doing so must be such as is employed for ascertaining inaccessible distances. Some of the most prominent objects of the country might very properly be laid down on the plan by triangles having large base lines; but it would be almost impossible to ascertain the position of objects of secondary consequence, not to speak of details, in this manner, as the angles would be so multitudinous and confusing, as to defeat the end that was intended. To supply a remedy for this defect, many scientific persons have proposed to measure the distances of these minor objects from a minute base. All the plans, however, that have as yet been proposed are attended with great difficulty and trouble to the surveyor, as the base being invariable in its length, the instruments are required to be very delicate in their construction, so as to be able to measure very small differences in the angles of the triangles, and even after all the result obtained cannot be depended upon as to correctness. Sir David Brewster's telescope with the divided object glass is certainly less objectionable than most methods: but still the measurement of the base, together with the two adjustments of his instrument at every series of operations for ascertaining a distance, must be the means of wasting a deal of time, which is so precious to the surveyor in the field. If, however, the angles adjacent to the base were made *variable* and the base itself were lengthened or shortened, according to the distance of the object to be measured, the operation would then become much more expeditious, and it would be as easy to compute two or three miles as so many hundred yards.

The simplest method for carrying this principle into effect, is to fix securely (see figure in next page) on a straight edge, *a c*, a mirror, *a*, the face of which describes an angle of 45° with *a c*, and through the centre of which a part is left transparent, resembling one of the glasses of a quadrant or sextant, so as to allow the object *b* to be seen by the observer, whose eye is supposed to be at *d*; *c* is another mirror, the face of which describes with the base *a c* an angle less than 135° , which is secured upon a square sliding along the edge of *a c*, which of course must be made as straight as possible. The square *c* may be moved along the straight edge *a c* either by a rack and pinion or by a shifting screw; *d* is a telescope similar to that of a sextant, only larger, so as to make the object *b* more distinct; *a c* is graduated as before stated, and a nonius scale is fixed upon the sliding square *c*. After having directed the telescope upon the object *b*, the square *c* is slid along *a c*, till *b* is

reflected from the mirror c on that of a , and thence to the eye at d , causing the reflected object to coincide with the same as seen by the eye through the transparent part of the mirror a . The distance ab as indicated on $a c$ is then read off, and either noted down in a field-book or pricked off immediately upon the plane table. If 1 foot along $a c$ be made to represent 2000 feet along $a b$, then 1 foot of $a b$ will be indicated by nearly the $\frac{1}{2000}$ part of an inch, which is very easily read off with the assistance of a nonius, much more so than the minutes of a degree on a common theodolite, where it is usual to measure with the nonius the $\frac{1}{3600}$ part of an inch. An error, therefore, cannot easily be created in this operation: but a mistake is more likely to occur in an imperfect coincidence of the object with its image; the probability of which, however, would be greatly lessened through care and a little practice on the part of the observer. Some persons, however, may object to this instrument, on account of the great difficulty of constructing a perfect straight edge; but I have seen two made by Mr. Adie of Edinburgh, out of a common pit-saw, which could not in any part have deviated the $\frac{1}{2000}$ part of an inch from a right line, as when they were applied to one another, the light was completely intercepted by them. What has therefore been accomplished in one instance may be expected in another. Where, therefore, good workmanship has been displayed in an instrument, an *accurate observer* need not expect an error of more than about a foot in a mile, by my method of measuring inaccessible distances. Should a surveyor wish to take in a circuit of more than a mile in radius from one station, instead of having a long base, he would probably find it more convenient to have several supernumerary slides in the case of his instrument, each of which might have their mirrors so adjusted, as by their means to be able to measure 2000, 4000, and 8000 feet or yards of distance in 1 foot of the base $a c$. In this manner the length of the instrument need not exceed much more than two feet and a half, and would therefore be of a size far from bulky or unmanageable. An observation likewise might be taken by it quite as expeditiously as with a theodolite or sextant, so that far from its becoming an annoyance to a surveyor, in cases where very great accuracy in the plan of a country is not requisite, it might supersede the use of not only the theodolite, but the chain likewise.

To exemplify the truth of this, let a be the station where a surveyor has fixed his instrument the support of which may be a plane-table; b is the object whose distance from a the observer wishes to ascertain. Let $b a c$ be a right-angled triangle, of which the angles $b a c$ (a right angle) and $b c a$ are constant and invariable, whatever may be the distance of $a b$, $a b'$, $a b''$, &c. As the sides of similar triangles are proportional, $a c'$ will be to $a b'$ or $a c''$ to $a b''$, &c., as $a c$ is to $a b$. The observer has, therefore, merely to measure the base $a c$ which may be graduated in the same manner as a plane scale, so as to give the exact length of $a b$ in miles, yards, feet, or any other measure the surveyor may prefer. If therefore $a c$ be 1 foot in length, and the angle $b c a$ be previously so arranged by the mathematical instrument-maker, as to make the distance $a b = 1$ mile in length, 2 feet or twice $a c$ will show that the distance $a b'$ is exactly two miles, or if $a c''$ were six inches in length, the quantity $a b''$ would then be half a mile.



The celebrated James Watt proposed to measure distances, by means of a telescope fitted up with wires, as in the adjacent figure.

An assistant was to convey to any station, the principal desired, a staff graduated from a foot or so from the end resting on the



ground, upwards into, say feet, tenths, &c. A vane with a horizontal line drawn upon it, which could be seen at a considerable distance through the telescope, was to be secured at zero on the staff, whilst another and a similar vane was required to slide along the staff at pleasure. The surveyor was to fix the nether wire *b* of his telescope upon the lower vane, whilst he directed the assistant by signals to raise or depress the moveable one, till it coincided with the upper wire *a*. The staff was then to be taken to him by his assistant, and the distance, as shown by the upper vane from the lower one, was to be noted down in the field-book as that between the two stations. The Edinburgh Philosophical Journal states that by this method Mr. Watt surveyed part of the line of the Caledonian canal previously to its formation. Much time would be saved by dispensing with the vanes, and having the graduation on the staff made sufficiently distinct, as to be legible through the telescope at a considerable distance, say 2000 feet. I have actually measured distances in this manner, which were wonderfully correct. But the great objection to Mr. Watt's method is the loss of time which occurs in waiting till the assistant has removed the staff from one station to another, as well as the great liability the surveyor undergoes of having his directions misunderstood. This principle, however, might very safely be employed, in measuring the distances between one station and another, in the operation of levelling, so as to act as a check on the person who has the management of the chain, particularly when crossing a ravine, where the assistant is apt to become negligent in his measurements. The telescope of the level might be fitted up with additional hairs, so as to sub-tend, *if possible*, 2 feet of the staff in 100 feet of the distance. In that case, however, the surveyor would be under the obligation of fixing his instrument in the line of the levels, which would not otherwise be necessary.

As I have adverted to the subject of levelling, it may be as well to state, that I have found it very convenient to have one side of the staff graduated black on a white ground, and marked 1, 2, 3, &c., feet and tenths from the bottom; whilst on the reverse side the graduation is made with *red* paint on a white ground, but numbered 3, 4, 5, &c., beginning from a distance of *seven and a half tenths* of a foot from the end which rests on the ground. By the two sides of the staff, a very different number representing the height of the ground is obtained, that from the latter side being constantly 225 feet higher than what the other indicates. An error in the levels can thus by a single glance be detected, as the quantities read off being so wide of each other, the memory no longer acts disadvantageously in a repetition of the observation. Instead, therefore, of being obliged to recommence the levels from the outset, when a surveyor suspects an error to have taken place, he would merely proceed to that part where his observations did not correspond, and not only time would be saved by his adopting these checks to his work, but he would acquire such a confidence in it that nothing could destroy.

HENRY E. SCOTT.

MEMOIRS OF GENERAL AND FLAG-OFFICERS RECENTLY DECEASED.

THE LATE ADMIRAL THEOPHILUS JONES.

HAVING obtained post-rank on the 4th of September, 1782, we find the subject of this notice in the same year in command of the *Hero*, 74, in the action between Sir Edward Hughes and M. de Suffrein, off Cuddalore, in the East Indies; in which the *Hero* lost 5 men killed and 21 wounded. Admiral Jones was one of the officers first called upon to serve in the revolutionary war with France, for in 1793 he commanded the *Andromache*, then the *Trident*, 64, and in 1795, the *Defiance*, 74; which ship was attached to the Channel Fleet in the alarming mutiny of 1797. The *Defiance* was one of the most disaffected ships, and by the evidence adduced at the Courts-Martial

on some of her crew, it fully appeared the Catholics on board her had bound themselves by an oath to murder every Protestant in the ship, and carry her into an enemy's port. The form of the oath, by which the mutineers had pledged themselves together on that occasion, was in the following terms : ' I swear to be true to the free and united Irishmen, who are fighting your cause against tyrants and oppressors, and to defend their rights to the last drop of my blood, and to keep all secret within my breast ; and I do agree, the next time the ship looks out a-head at sea, to carry her into Brest, and to kill and destroy all the officers, and every man who opposes, except the master, and to hoist a green ensign with a harp in it, and afterwards to kill or destroy all Protestants.' The result of the discovery of this " St. Bartholomew plot" was, that eleven of the principals in it were condemned and hung, and ten others transported for life. Admiral Jones subsequently commanded the *Atlas* and *Queen*, both three-deckers, but had not been employed since the peace of Amiens.

In 1802 he attained to the rank of Rear-Admiral, that of Vice in 1809, and of Admiral in 1819.

THE LATE VICE-ADMIRAL EYLES

Obtained the rank of Post-Captain July 13, 1795, and was soon after appointed to the *Pomone*, of 44 guns. In 1796, through the ignorance of a French pilot, that fine frigate ran ashore near Nantz, and was with difficulty got off. Her leaky state caused her to be sent home ; nor could Sir J. B. Warren, under whose orders she had been cruising, spare a ship to accompany her. At one time the leak, which was under the step of the fore-mast, had brought her so much by the head, that no water could be got to the pumps : but, finally, by great exertions on the part of her officers and crew, she reached Plymouth, and was run into the harbour without asking the usual leave. For his promptitude on this occasion, Captain Eyles received the thanks of the Admiralty. He subsequently commanded the *Canada*, 74, bearing the broad pendant of Sir J. B. Warren ; and after the action with *M. Bompard*, off the coast of Ireland, October 12, 1798, removed with him into the *Temeraire*, 98 ; and from that ship to the *Renown*, 74, in which he continued until November, 1800. In the autumn of 1801 Captain Eyles was again appointed to the *Temeraire*, then bearing the flag of Rear-Admiral (afterwards Sir George) Campbell. Towards the latter end of the same year, the main body of the Channel fleet rendezvoused at Bantry Bay, in Ireland, and a detachment consisting of six sail of the line was ordered from thence to the West Indies, to watch the motions of an armament which had recently sailed from France for the ostensible purpose of reducing the blacks in St. Domingo to obedience. On the receipt of these orders, the crew of the *Temeraire* broke out into violent and daring acts of insubordination ; but by the spirited firmness and exertions of Captain Eyles and his officers the mutiny was suppressed, and the ringleaders, to the number of twenty, were secured, and taken round to Portsmouth to be tried for their offence. On the 6th January, 1802, 11 of the mutineers were put on their trial, which continued till the 10th ; when the court, after the most mature deliberation, pronounced sentence of death on 13 ; the other to receive 200 lashes round the fleet. On the 15th 6 of these unhappy men were executed at Spithead. On the 14th 6 more of the mutineers were tried ; and on the 16th sentence of death pronounced on 5, the other to receive 200 lashes from ship to ship. On the 19th they were executed ; 3 on board *L'Achille*, and 2 on board the *Centaur*. On the 7th of the following month, Rear-Admiral Campbell, with 6 ships of the line, 1 frigate, and a sloop, sailed for his original destination ; and returned from thence 1st June in the same year. From this period we find no mention of Captain Eyles until the spring of 1809, when he was appointed to the *Plantagenet*, 74. Early in 1813 he obtained the command of the *Royal Charlotte* yacht ; and on the 4th June in the following year was advanced to the rank of Rear-Admiral ; and to that of Vice-Admiral 27th May, 1825.

THE LATE MAJOR-GENERAL LORD ROBERT MANNERS, C.B.

THE nobleman whose name is here recorded attached himself to the profession of arms before he had attained his seventeenth year, as Cornet in the 10th Hussars. Having passed successively through the various grades to that of Major, we find his Lordship, in 1812, appointed to a Lieutenant-Colonelcy in the 23rd Dragoons, and, in 1814, re-appointed to the 10th Hussars. We are unacquainted with the precise period his Lordship joined the army in the Peninsula; but we are apprised of his having served, both in Spain and Portugal, in the capacity of *Adde-de-Camp* to the Duke of Wellington, and also at the battle of Waterloo. Through the entire of these services, his Lordship was ever esteemed a good and gallant soldier, and as such he was rewarded, at the augmentation of the Order of the Bath, with the honourable distinction of a Companion of the Order. His Lordship subsequently commanded the 3rd Light Dragoons to the period of the brevet in 1830, when he attained the rank of Major-General.

Lord Robert Manners was third son of Charles fourth Duke of Rutland, and the beautiful Isabella, daughter of the fourth Duke of Beaufort, and was Member of Parliament for the Northern Division of Leicestershire. His Lordship was born on the 14th of December, 1781, consequently at the period of his death, which took place suddenly, at Belvoir Castle, on the 15th of November, was within one month of having completed his 54th year.

Of the estimation in which Lord Robert Manners was held in private life, independent of the eminent social virtues that had especially endeared him to his more immediate circle, the subjoined letter, addressed to us by an old companion in arms of his military services, will bear ample evidence, and may appropriately close this inadequate sketch of his military services.

21st November, 1835.

MR. EDITOR,—The memoir which you will no doubt give of the services of the late Major-General Lord Robert Manners will place him as an officer in the distinguished light he deserves. But there are other circumstances connected with his character, which may not occur in that memoir, and yet are worth remembrance, and these naturally present themselves to one who had known him since they were brother Lieutenants.

He was not arrogant from high birth, he was not vain of good looks.

He had derived from nature what fashion cannot give, and the best society only can perfect, civility of feeling; however simple it may be in manner, it captivates by the charm of candour.

But he had other claims to esteem than those merely attractive to society; for if he was modest, he had a high spirit; if good-natured, he had right conduct.

Look at his character as merely that of a popular nobleman you do it injustice; look at it exclusively, as that of a meritorious public man, you still do it injustice; both characters were, indeed, so naturally blended in his, that they are not to be separated without injustice, and, therefore, uniting their moral influence, he has bequeathed an example alike valuable to social and to public life.

But there is something, even beyond this, to be deduced from his character: we hear so much now of the hereditary evils of the peerage, that there is something startling to the theory which would destroy it, in the character of Lord Robert Manners, and this leads us to inquire, whether there may not be drawn from the peerage hereditary good?

He was a soldier, in the hard-earned acceptance of that name, although a nobleman having good interest.

In parliamentary life, he acted at least up to his principles, as a loyal man attached to the welfare and institutions of his country.

He had a due sense of his high birth; but he seemed to consider his rank as giving him no precedence, except in duty and danger.

But was this a new character?

• U. S. JOURNAL. NO. 86, JAN, 1836.

H

"Oh! be like him," the weeping sire shall say;
 "Like Manners walk, who walk'd in Honour's way;
 In danger foremost, yet in death sedate,
 Oh! be like him in all things but his fate!"

No: this was a namesake and an ancestor, who, after commanding the Resolution in nine different actions, besides that of the 2nd of April, 1782, in breaking the French line of battle, died of his wounds, aged 24.

Still, was this the only family prototype? "Lord Granby's courage, though of the brightest and most ardent kind, is among the lowest of his numerous good qualities."

That succession of honour which tends to perpetuate a high sense of the obligation of duty to the Sovereign and the State, and consequently excites a nobler strain of exertion for them, cannot entail injury on a free people.

Here, then, I will close my slight tribute of regard to a character, which had equal claim to popularity and respect.

I have the honour to be, Sir,

Your obedient servant,

HENRY MURRAY.

FOREIGN MISCELLANY.

FRANCE.

SOLDIERS EMPLOYED ON RAILWAYS.

THE Company who are constructing the railroad between Paris and St. Germain's have received permission from the military authorities to employ soldiers. Besides rations, and a glass of brandy, a working-frock, and a pair of trowsers, every soldier receives tools, and 25 sous (about 1s.) a-day. In consideration of these allowances he undertakes to work from seven o'clock in the morning until five o'clock in the evening, out of which time, however, he is allowed two hours for rest and meals.

OLD ARMOUR.

"In the Museum of Artillery near St. Thomas d'Aquin's Church, I observed the following among other memorials of bygone times. A suit of armour of unusual size, which is conceived to have belonged to the celebrated Roland, who fell near Roncevaux in the year 778: on the helmet are the words "Amour ne peult ou rigeur veult;" but the French language had, in that day, attained to no such degree of refinement as this, and the armour must consequently be of more modern date. On a close examination of the workmanship I should myself be inclined to set it down as of the fifteenth century. The same remark holds good with respect to what is called Godefroy de Bouillon's armour, which was formerly in the collection at Sedan: Godefroy died in 1100, but the suit is in the taste of the sixteenth century, and wrought from Giulio Romano's design. As to the armour which is said to have been John of Burgundy's, (the 'Jean sans Peur,') who was murdered on the bridge of Montereau in 1419, as well as the suit reputed to have been worn by the Maid of Orleans, who was burnt as a witch in 1431, I see no reason whatever to doubt that both were actually theirs. The armour of John d'Armagnacs has this device, 'Dispersit superbos, et exaltavit humiles.' No question can be raised as to the identity of the two suits claimed as being those of Louis the Eleventh, who died in 1483; they bear his favourite motto—'O Mater mei memento mei,' together with the effigy of the Virgin Mary. I should say the same of Charles the Eighth's armour, which is gilt in every part, but will leave others to determine whether the well-known 'Armure aux Livres' was Francis the First's, or Lewis the Ninth's. The great hall, which contains these and many other fine speci-

mens of the best and worst days of French chivalry, contains also a beautifully and elaborately worked suit, which was presented to Louis the Fourteenth by the republic of Venice." (From Private Correspondence.)

SPAIN.

THE ARMY.

The troops of the line consist of forty-three regiments of infantry, of which six are of light infantry, seven regiments of cavalry, and five of artillery. They are behind-hand in training, and badly officered. A regiment of artillery is quartered in each of the five grand subdivisions (*departamentos*) into which the kingdom is parcelled out. Every regiment of foot has a squadron of horse-artillery, and another of the baggage-train attached to it. A species of sedentary artillery is to be found in some of the towns, and principally along the coast; they were raised for the purpose of protecting the country more effectually against the attacks of the African pirates, and are also of use in affording the means of promoting non-commissioned officers of artillery, who are inadmissible into the regular ranks. Each of these local corps of sedentary artillery is attached to the regiment quartered in the *departamento* where it does duty. Nothing can well be more deficient in all that constitutes efficiency than the Spanish artillery of the line; for there is neither promptitude nor solidity in their movements, nor have they been accustomed to act in conjunction with cavalry or infantry. There are forty-three provincial regiments, mostly composed of peasantry, who are raised in the several provinces, from which, however, the Basque provinces, Catalonia, Aragon, and Valencia, are excepted. The reason generally assigned for this exemption is, that those parts are more heavily burthened with respect to supplying troops for the line, than the other provinces. These regiments are raised by ballot, like the regiments of the line, and their clothing and equipments are furnished by the government, who, for this purpose, levy an excise duty of 2 per cent. on the salt consumed throughout the kingdom. The provincials are called out for a month's exercise during the autumn. The whole strength of the troops of the line is estimated at 46,000 infantry, 2200 cavalry, and 5000 artillery, forming a total force of 53,200 men. The provincial corps muster 43,000.

NAPLES.

During the last three years, very extensive alterations have been made by the present king, in the military as well as civil department. With regard to the military branch of the service, the changes that have been effected emanate from a decree of the 1st of July last, which prescribed a different organization for the army in time of war, or when in the field, placed the administration of the forces on a new footing, promulgated a new set of instructions for the troops, laid down a variety of corrective or additional regulations in the code of regulations, as well as in that of military law, and enacted definitive arrangements on the subject of the National Guards. The present military establishment for the kingdom of the Two Sicilies is as follows:—

The Army:—1. The King's body guard.—2. The corps of Infantry, composed of two regiments of grenadiers; one regiment of jägers of the Guard; ten Neapolitan and two Sicilian regiments of the line, six battalions of jägers, and four regiments of Swiss; the whole consisting of 64 battalions. 3. The corps of Cavalry includes three regiments of light horse of the Guards, three of dragoons, and two of lancers. 4. The Artillery is composed of a corps of artillery of the Guard, two regiments of foot artillery, a squadron of horse-artillery, and another of Swiss, and one battalion each of artificers and baggage train. 5. The Engineers consist of one battalion each of sappers and miners, and pioneers and pontoonmen. 6. The Gendarmerie is composed of

nine squadrons of horse and eight battalions of foot, distributed throughout the country in aid of the police establishments, in conjunction with a section of veteran gendarmes. 7. A corps of Invalids, comprising three battalions of veterans and four companies of veterans. 8. The various garrisons in the smaller islands, the artillery stationed at the batteries on the coast, and the armed companies in Sicily. 9. The General Staff, the Chiefs at the heads of the corps of Artillery and Engineers, the Military Schools, the several arsenals, dépôts of arms, ordnance, and supplies, the manufactories of cannon, and the gunpowder works. Lieutenant-General Fardella is at the head of the War Department, and bears the title of Minister and Secretary of War and the Marine. The post of High-Admiral is filled by one of the King's brothers.

The Navy is at present thus constituted: two ships of the line, five frigates, two sloops, four brigs, two galleys, two cutters, two steam-boats armed for service, and thirty-three gun-boats. For this branch there are two battalions of marines, each 1000 strong, and one battalion of trained seamen, 600 in number.

In reference to the Army, it should be added, that the effective strength of the several corps, military and civil, including every individual belonging to the establishment, is fixed at 50,000 in time of peace, but at 90,000 in time of war. The National Guards are now completely organized, and form a body of reserve, which, in any emergency should require it, can be raised to 150,000 men.

GREECE.

The latest returns state the Greek Army to consist at this moment of 5148 regulars, 1463 irregulars, and 1351 gendarmes; forming a total of 7962 men. Independently of this force, there are thirty-seven local Commandants, and 150 officers unattached, belonging to the regular troops. The entire strength of the Greek Army amounts therefore to 8049 men. The number of subaltern officers is 256; of whom 119 are native Greeks, and 138 are Bavarians. There are 3250 Bavarians also among the non-commissioned officers and privates. There is not a single Greek who holds a General's rank.

RUSSIA.

OPHTHALMIA AMONG THE TROOPS.

For the last seventeen years a most virulent ophthalmia has been prevalent among the troops in Poland. It began by attacking the Russian soldiery at Warsaw in the year 1818; between the end of July in that year, and October, 1831, 1106 of the troops in garrison there were taken with it. It broke out again in 1833, though not with equal violence. From the beginning of April to the 15th of August, 934 were attacked, but only ten out of them lost their sight. In 1834 the army in the field had 8000 in hospitals with the disease; of these 35 became totally blind, and a few were deprived of the use of one eye. The malady then remained quiescent until the middle of February last, when it re-assumed its former virulence, and is known, though we are without any details on the subject, to have done much mischief.

GENERAL CORRESPONDENCE.

TO THE EDITOR OF THE UNITED SERVICE JOURNAL.

Promotion by Purchase in the Army.—In reply to Major Mitchell.

MR. EDITOR,—In the month of November last there appeared in your Journal some remarks, by Major Mitchell, on the subject of military promotion by purchase, which, were they to remain entirely unnoticed, might lead those who are unacquainted with the Army to very erroneous conclusions on the subject.

• It is assumed by your Correspondent as the main blot of the system, on which, as a foundation, he proceeds to raise a mixed superstructure of declamation and ridicule, that every individual who has the necessary sum, whatever may be his merit and qualifications, succeeds as a matter of course whenever an opportunity of purchasing promotion presents itself. On this hypothesis an analogy is ingeniously imagined between unattached officers of the Army and supposed unattached judges and chancellors, who are merely required to be “good, plain, honest persons, well provided with cash and patience.” As a further specimen of easy railery, highly flattering to our diplomatists, we are told that “ambassadors, the givers of balls, &c.—men, in fact, on whom nothing of the slightest importance depends, never sell their situations.” These illustrations, however specious in appearance, do not exactly apply to the case before us. It is known to every *military* man, that a recommendation and a certificate of qualification are necessary preliminaries to the purchase of promotion, and, moreover, that General Officers are enjoined to ascertain personally, at their half-yearly inspections, the state of qualification and acquirement of all officers, and to report accordingly. Should unworthy and incompetent persons obtain promotion, in spite of these precautions, the fault does not surely lie in the principles of the system, but with those to whom the application of these principles is entrusted.

Your Correspondent further wishes it to be understood that the cause of all our military reverses during the late wars is to be found in the same faulty mode of promotion. But mere assertion, and the enumeration of unsuccessful enterprises, prove nothing. With equal propriety might the disastrous retreat from Moscow, and other failures of the French arms, far more signal than any which he has adduced, be alleged against the system by which the leaders on those occasions were raised to command, and which is supposed to have been one exclusively of merit. But though detached and partial instances of failure are urged against the system of purchase, its assailant will not allow in its favour the success of the general result, thus blowing hot and cold at the same time, until the poor system is fairly driven out of doors.

As it can hardly be supposed by the most sanguine theorist, that a Utopian system can be devised which shall, under all circumstances, secure, by its results, the success of every enterprise and guard against the innumerable chances of war, even to the “overturning of a cart,” and provide, at the same time, for the endless varieties of the human character, let us examine what other methods really offer themselves as substitutes for that which is assumed to be so unsuitable. The only two which occur to the writer are advancement according to seniority, or by selection. If the rule of seniority be strictly adhered to, genius and dulness have no doubt an equal chance; but as the latter is the most common characteristic, it will most probably be found at the head of affairs. Experience arising from length of service may improve talent, but will never make a wise man of a dolt. Such a system, moreover, holds out no inducement to exertion, as time only is necessary to secure the highest rewards in the profession. If,

on the other hand, superior merit alone is to be the guide, to whom shall be assigned the invidious task of deciding, in all cases of conflicting and nicely-balanced claims, and who shall allay the jealousies and incurable heart-burnings which must arise from every new appointment from such a cause? The system of arbitrary selection practised in the Navy, in which merit has no share, causes less discontent than would arise from the wounded self-love of those who would be passed over for want of a qualification, in which few consider themselves deficient, whatever may be the opinion of others.

But will any one maintain that the present system of promotion in the Navy does not inflict greater hardship, and more effectually blight the hopes and prospects of the unfriended and patronless, than the system pursued in the Army? In the latter service, promotion, of which nothing but his own misconduct or proved incapacity can deprive him, is assured to him who has neither money nor patron; and, if he is sometimes exposed to the mortification of seeing a wealthy junior pass over his head, he cannot consider as a grievance, however much he may lament, an occurrence to which, on entering the army, he must have known that he was liable; whereas the naval aspirant may toil with untiring zeal and untarnished reputation, and find, at last, when worn out and disabled, that he is as far as ever from attaining, not merely promotion, but even a commission in his Majesty's service.

Under the present system of purchase, the principles both of seniority and of merit are recognised. The claim of seniority is admitted in all cases, unless incapacity is undeniable, although we are gratuitously led to imply that it is the custom to promote "a junior officer of one corps over the heads of all the purchasing officers of another;" and merit, even without wealth, finds protection and advancement, as the list of promotions during the Peninsular war abundantly testifies. A period of peace is not favourable to the development of talents purely military, and therefore, though subsequent instances of the same kind have not been wanting, they have necessarily been less frequent. It is not denied that improper appointments have taken place, but the fault has been at least as much (perhaps altogether) in the abuse of patronage, as in the system of purchase; for the latter, as far as rules and regulations can do so, carefully guards against the advancement of improper persons; whereas the effect of the former is only limited by the extent of parliamentary influence, or of personal friendship. The remedy, in one case, would be the impartial application of the rules and principles already established, but the evil effects of the other can hardly be removed, as long as there are human affections and parties in the state.

Neither does purchase "hasten preferment to the wealthy at the expence of the unwealthy," whatever may be said to the contrary, as can be seen by a reference to the comparative standing of officers of the line, and those of the artillery, engineers, and marines, before the benefit of the system of purchase was partially extended to those corps, by permitting their old officers to become the sellers of unattached commissions. To say that the promotion which is purchased is so much snatched from the poor by the wealthy is to assert a fallacy; for many men, even in the prime of life, are induced to leave the army because they are allowed to realize a certain sum, who might not be able or willing to give up their profession without some such equivalent; and in the case of older officers who are anxious to retire, from increasing age and infirmity, it does not follow that, were they debarred from selling, they would necessarily be removed by death within a given time, for the benefit of their juniors.

In a more general point of view, there can be no doubt that the encouragement held out by the system of purchase, to persons of property to enter the army, identifies the profession more completely than in any other state with the nation at large, its welfare and interests; and the advantageous effect thus produced upon the general tone and habits of British officers cannot have escaped those who have had the opportunity of observing the corresponding characteristics in the armies of other countries.

Had the same remarks of your Correspondent been directed against patronage, it might have been more difficult to have framed a reply; but that the purchase of rank, *per se*, and under due restriction, necessarily entails the mischief which he has attributed to it, remains still to be proved. Whatever system may hereafter be recommended or adopted, it will still be necessary to bear in mind, that plausible theories, however perfect they may appear in principle, are not always reducible to practice, for human nature is not a mathematical problem, subject to the strict rules of demonstration, but a complicated piece of machinery, encumbered with a variety of conflicting passions and interests.

These observations will perhaps appear trite and threadbare to those who are acquainted with the subject, but they are offered, lest it should be supposed, that were Major Mitchell's challenge to remain wholly unanswered, the justice and relevancy of his strictures and illustrations are universally admitted; and should no other and more appropriate reply have yet reached you, you will perhaps find a place for the foregoing in your Journal, which, among its other good qualities, has, from the commencement, been the medium and promoter of fair discussion on all subjects connected with the interests and welfare of the two services.

I am, Sir, your obedient Servant,

London, Dec. 10, 1835.

BRITANNICUS.

Sale of H. P. Commissions of the Navy.

MR. EDITOR.—I beg to offer a suggestion which, if acted upon, would, I think, be beneficial to the state, as well as acceptable to many old Officers of the Navy, whom it more immediately concerns. I consider then that all commissioned Officers of the Navy should have the option proposed to them of being paid a sum of money equivalent to the annuities they enjoy, or continue to receive half-pay on the existing system. This would enable as many as chose to accept the purchase-money to follow some other profession, from which they are at present precluded by their quarterly affidavits. It would also have the effect of reducing the lists, and throwing the Service open to the country again, to which it is now closed by the overwhelming numbers on half-pay.

I will only further observe, that if insurance offices find such transactions advantageous, it must be equally so to Government. The terms proposed might be offered only to officers of a certain age; and, if considered necessary, they might still be required to make affidavit periodically that they had not been employed in any foreign service.

You are at liberty to insert this in the United Service Journal, if you think it a fit subject.

I am, Sir, your obedient Servant,

Mary-le-bone, Dec. 11, 1835.

C. R., R.N.

Albuera.—“Elían” controverts “An Old Soldier.”

MR. EDITOR,—In your last Number, an “Old Soldier,” in rather a peremptory manner, decides upon various disputed points relative to the battle of Albuera. The “Old Soldier” vouches for the weight of his own authority, and indeed it seems necessary that somebody should so vouch, since he has merely made twelve assertions, without any backing of them up by argument or authority. Now remembering the old proverb, that one word is as good as another, and believing that I also “may be allowed to know something of the matter,” I follow his example.

1st. Nobody has said that Lord Beresford withdrew troops from his right wing to support his centre.

2nd. Blake did positively refuse to change his front.

3rd. The Spaniards did fall back in disorder.

4th. Sir William Inglis's letter, instead of being written as an "answer to Colonel Napier's reply to the second strictures," was published a year before that reply was published.

5th. Soult did not change his opinion of the General's disposition for battle on the evening of the 16th, he had no reason to do so.

6th. Lord Wellington suggested the position of Albuera, but not Beresford's mode of occupying it. Nobody has found fault with the position itself, but Lord Wellington did not afterwards occupy it himself foot for foot, he made entrenchments.

7th and 8th. If Lord Beresford is satisfied with his laurels, nobody has any reason to envy him.

9th. If Lord Beresford did not waver, he took a most extraordinary method of proving it, by ordering General Alten to withdraw from the village of Albuera to cover a retreat, while Colonel Hardinge without his knowledge brought up the 4th division and Abercrombie's brigade.

10th. I have here nothing to say.

11th. Ditto.

12th. I know not *what body* has metaphorically said, that the battle of Albuera was three times lost and won, but *everybody knows*, that the General lost it and the soldiers won it; an antithesis which would have been lost to me, if Beresford had carried a Captain in his head instead of Ensigns and Colonels in his hands.

ELIAN.

The Battle of Fontenoy.

MR. EDITOR,—If you think the following worth inserting, I give it you. An old Lord Ross, a very acute and fine old gentleman, who had been an Ensign in the Guards at the battle of Fontenoy, found me, then a child, reading Voltaire's narrative of that contest, and he told me it was an amusing lie.

The British *columns*, he said, did march between the batteries, not with the "*sang froid*" indeed that Voltaire furnishes them with, for they ducked their heads as one man at every discharge, but with their usual fun in danger, for when General Vesey, I think the name was, reproached them, calling out "*for shame, Guards, hold up your heads,*" a cannon-shot carried off his own head, upon which they all called out, "*the duckers have the best of it, General.*"

When they met the French Guards, the officers of the latter did call out, "*fire, English Gentlemen,*" but never waiting for the answer poured in their volley at once and then ran. Finally, the English column wasted away and dissolved, without being actually opposed, at the moment, on finding themselves nearly deprived of officers and without support in the middle of the French position, while large masses were gathering around them. Lord Ross was shot through the thigh and fell, but the first person who came up to him, was a drummer of the Irish brigade whom he claimed as a countryman, and the man having been born on Lord Ross's estate knew and saved him, and contrived that he should rejoin his own side.

W. N.

Brevet Captains in India.

MR. EDITOR,—Permit me, through your widely-circulated Journal, to make known what I consider a grievance to a certain number of well-deserving officers, who, from their long standing in the army, hold the rank of Brevet Captains in this far distant part of the world, it is said to prevent their being superseded by the Company's officers, and which no doubt sounds fine at home; but I shall show, that, to the Honourable Company it is a clear gain, as they get the duty of Captain performed in all large garrisons or cantonments, without any diminution to their funds. I can state as facts the following:—

I am now in my twenty-second year in H.M. service, and still far from my Company. A Lieutenant with 225 rupees per month "*here*," a wife and family to support, and on such a limited income, you must confess every rupee is of consequence. Now, Sir, in this large cantonment, I am not only obliged to perform all duties as a subaltern in my regiment, but all garrison duties as a Captain; my rounds, when Captain of the day, being at least five miles, reduces me to the necessity of keeping a horse, being unable to walk and perform a duty for which I receive not the least emolument. When quartered at the Presidency where everything is at the highest rate, my pay is reduced to 170 rupees per month; at one time I sat as a Captain on General Courts-Martial for a period of eighteen days in succession, which cost me for palanqueen hire the sum of 25 rupees, as it could not be expected that an officer in full dress would walk under a broiling sun a distance of four miles there and back again in the very heat of the day. This latter sum was so glaring an expense, that I memorialled the Government, which memorial was thrown out, as they had no authority to grant any remuneration, at least I suppose such was the case.

Now, Sir, it appears that this hardship was never brought properly before the notice of the Honourable Court, or surely on the common score of justice, they would, at least, allow subsistence for a horse, say 30 rupees per month.

From the highest to the lowest grade in this service, each receives pay, but us, who are passed over.

I am convinced we are the only body in India, who are *obliged* to work *gratis*. Take away some of the allowances of our Generals, Brigadiers, or Commandants, and how soon will murmurs and complaints spring up! Will they work gratis? *Not one*; I know not the officer either in H.M.'s or the Company's service that would.

I have now for a period of six years done duty as a brevet Captain, without any emolument, save my pay as a Lieutenant.

This is my plain and unvarnished tale, and I trust, Sir, you will kindly give it a place in your Journal, in the hope that, when seen, it may have some weight with the Honourable Court of Directors, and that they will perform an act to the army in general, both praiseworthy and just.

I have the honour to be, Mr. Editor, your obedient servant,

Poonah, July 24, 1835.

A BREVET CAPTAIN.

• *The Proposed Erection of a Pillar and Statue to the King.*

MR. EDITOR,—I was much delighted to read in your last Number, a proposal for erecting a Pillar and Statue to our Most Gracious Sovereign; a proposal which I have no doubt will meet with the general approbation of the country; for when it is recollected that King William the Fourth is the only Prince of the blood Royal of England who ever embraced as a profession the Naval service of his country; that to share its dangers and promote its glories Prince William Henry relinquished all the luxuries of a palace, all the seductive and fascinating allurements of a metropolitan life; that he entered on board a man-of-war, and putting on the uniform of a midshipman, cheerfully and unflinchingly submitted to all the privations and duties of that station, the whole term of years required by the regulations of the Navy; that His Royal Highness subsequently went on serving, step by step, as Lieutenant, Captain, Flag-officer, and Lord High Admiral,—the last an honourable trust, which had not been confided to any other individual for several generations, but for which His Royal Highness was particularly qualified by his intimate knowledge of every thing connected with the Naval Service—I feel quite sure, Mr. Editor, that these want only to be made known, through the public press, to secure to the proposed pillar the general support of the country, so justly due to such patriotic sacrifices in behalf of the Wooden Walls of Old England, the Nation's best defence

and bulwark! And the situation proposed for the pillar, in the vicinity of Greenwich Hospital, is most appropriate, that noble establishment being the pride of our own and the admiration of every other country! and endeared to the King and to the nation by a thousand interesting associations.

I remain, Mr. Editor, your obliged Servant,

AN ADMIRER.

The College of Surgeons and Medical Officers of the Army.

MR. EDITOR,—The readiness with which all cases of injustice and abuse of power and privileges, on the part of public bodies, are noticed in your Journal, and the perfect fairness and impartiality with which such cases are brought forward, induce me to submit a grievance to your consideration, under which the Medical Officers of the British army are labouring, with regard to the College of Surgeons. In order to make the full scope and bearing of this grievance understood, it is necessary to refer to the constitution of the College and its privileges.

The building devoted to this body corporate, in Lincoln's Inn Fields, is at present in a state of transition from its late limited capacity to one of more ample accommodation, befitting its splendid museum, library, &c.; and it is to be hoped that the moral as well as the physical arrangements will come under revision and improvement.

The powers, bye-laws, and acts of this body, must always be objects of great interest to its members and the public at large, their charter being held for the mutual benefit of both. Like some other useful and scientific corporations, the College machinery is worked by wheel within wheel, the movements of which are directed by certain personages elected to office from its qualified members, and who are the conservators and administrators of the laws by which they hold their charter. The principle may be undeniably good upon which members are elected, or rejected, to the council. The application of the principle may, however, in the extension and construction of the laws, be attended with unfairness and injustice towards the members in some instances, as regards exclusion from the council, to which every member is entitled to belong in rotation, according to seniority on the College list, provided he be not ineligible. The causes of ineligibility are either fixed and determined, or doubtful and matter of opinion, and in the latter case the council decides by ballot. No man can practise surgery (a wide and undefined term) within the jurisdiction of the London College without being formally admitted a member, after examination and the payment of a (somewhat large) fee. He is thus alone rendered eligible to be a Surgeon in the British Service, or to practise within fifteen miles of London privately, or to claim admission, in turn, to the council, and share in the honours and emoluments and duties arising out of this self-electing body. Whether the candidate for admission to the privileges of a member be destined for the public service, or intends to practise for his private gain, he is equally under the dominion of the College, having got his diploma, and has an equal right to share in all its privileges and emoluments. As far as *private practice* goes, this has, however, long been more imaginary than real, as to any advantage in being a member; for, regarding more the profits from fees of admission than anything else, the College does not, in this respect, act altogether up to its powers and ordinances.

The solid advantages of being a member consist in eligibility for the public service, and admission in due season to the council, whence are elected the court of assistants, examiners, &c.; the latter sharing the profits derived from diplomas, an annual income to each examiner of no despicable amount. The elevation to the council, therefore, is worth looking to, as conferring dignity upon a member, and in addition to the moral influence obtained, there are the profits to be anticipated. Moreover, when seniority has placed a member sufficiently high on the College list to entitle him to election on

the council, his exclusion not only thus knocks down his reasonable expectations, but tends also to a certain degree of professional degradation, and exclusion from other advantages over which the College can exercise great control in their distribution, and which the members of the council can monopolise. Merit, industry, and talent, so placed, may thus be checked in many ways, well known to those who are acquainted with the "secrets of the prison-house." The council, being a self-elected body, thus usurps a power into its hands wholly uncontrolled by the rest of the members.

As the College is styled the LONDON COLLEGE, par excellence, *all* its business is conducted in Lincoln's Inn Fields: it there holds its meetings in council, keeps its museum and library, examines candidates for diplomas, delivers its lectures, and elects its officers, &c. Under these circumstances, no non-residents of the *London College* can possibly belong to the council, but as *extra members*, of which there are none attached to the council, as the constant business of the council requires constant attendance. Such members are excluded as a matter of course. The bye-laws, also, provide against the admission of any members whatever who have practised generally, *i. e.* made up their own and others' prescriptions, and indiscriminately dealt in medicine, surgery and midwifery combined, as apothecaries. There is no doubt, therefore, of the fate of this class of the members.

Another cause of exclusion may be more a matter of doubt and opinion, and this is to be found in immoral, dishonourable, or unprofessional conduct, mal-practice, &c. All other causes, if they exist, are, I presume, not distinctly defined, but on such the council exercise their assumed right of exclusion, and the candidate's fate depends upon the *sense* of the council in many cases.

Let us now see how that numerous body of members of the College, the Military Surgeons, stand, in reference to the council. So long as they are on service, whether at home or abroad, they are passed over; and if their duties employ them away from the immediate jurisdiction of the College, no one can object reasonably to their exclusion, as the College is now constituted, and so long as they remain non-residents. But, is it fair to exclude them *for ever*? Yet such is the practice. They may in vain retire upon practice in London, after a laborious and honourable career, full of judgment and experience, perhaps. The doors of the council are closed against them, and over inscribed with Danto's motto of the gates of hell, "Here there is no hope!" It is true, some have retired upon London practice and got admission; but, the generality, who have become members of the College early in life, get passed over before they retire, and are not then allowed to come forward again on retirement upon private London practice. Whether this rule has been modified in favour of any of those Military Surgeons now in the council, is more than I can say. But, it does seem to me a hard case that when the only disability is removed, we are not eligible, because we may have been disqualified, at the period when our seniority on the list entitled us to admission on the council, from non-residence. The bar of exclusion ought not, in the opinion of many, aye, and of some of the council themselves, surely be made to operate when the disqualification no longer exists. I put the case generally, as one of unfair dealing and monopoly towards the Military members of the College, and which may, in some instances, damp professional ardour and prospects, and check the rise and progress of talents, of which the council may avail themselves with as much credit, perhaps, as they derive from the partial favour exclusively extended to civilians. Those great sources of profit and experience, the public hospitals, are for the most part shut out from us, because their Surgeons are generally members of the council, who monopolize all the roads to wealth and fame, over which they possess any influence and control. It is as if the College had said, "You are wanderers and strangers, we will not admit you amongst us to share our profits and honours. We have our bye-laws, powers, and privileges, by act of parliament, and the professional influence we hold over the public

shall be exerted against you, interlopers as you are, and you shall have none of our patronage and support." And thus we are excluded from the most distinguished paths of the profession, and lose the advantages of seniority, exclusively given to others (not upon a scale of merit) who have enjoyed the sunshine of London practice, and whose experience has never gone beyond the walls of the metropolis.

Besides the vast numbers of Surgeons in the colonies and scattered over the British dominions at home, on public service, many of whom may and do settle in London, there are some whose duties lie within the limits of London and the neighbourhood, and who combine all the advantages of London with their own peculiar duties. Yet such are not admitted on the council, and when once passed over, are incapable of being admitted still, even when they may think fit to resign their public or military service.

That a more liberal feeling is entertained by some of the council is creditable to them individually, but the *jealousy* of military Surgeons has prevailed against them, for the prejudice stands unremoved in their favour. By such an exclusion we are placed on the footing of the *mauvais sujets*, the country and the general practitioner, let what may be the professional merit, industry, and talents of the excluded. The advantages of the College and its influence are for ever shut out from our reach, perhaps after the best portion of our lives has been spent in the public service, and often in the advancement of professional knowledge and skill, without the chances and opportunities of that remuneration which the quiet and luxurious life of a London Surgeon is allowed exclusively to enjoy. The jealousy of the civil portion of the profession is, perhaps, natural to their limited sphere of professional experience, and to be expected in the often corresponding narrowness of mind, to be found even amongst the highest in fame and reputation. It is but fair, however, to observe that there are examples of the contrary, and some to be found who feel and appreciate the value of military surgery, when placed in competition and comparison with the experience of civilians, the two species serving to improve each other.

This has been strikingly exemplified in many instances. It may be said that want of professional industry and incompetence exists amongst military Surgeons. Are these drawbacks excluded from the other portion of the members of the College? Those who know the two bodies know perfectly well that the exceptions are common to both, but that there is as much, to say the least of it, of skill, and talent, and experience in the one as in the other, and the opportunities pretty equally balanced, perhaps. In Germany, France, and England, Scotland, and Ireland, we find names of living and former persons, whose reputation in the different branches of the profession, although they served the state in various military departments, rival the best names which the civil department has ever produced. Look to the museum and the library at Chatham, and who shall say that idleness, ignorance, and want of opportunity in professional experience, are the attributes of the military medical departments exclusively? Proofs of professional skill and knowledge are to be easily found on reference to the productions and contributions, and the reputations of military physicians and surgeons. Some of our best works and observations have emanated from this department, and all the great sanitary questions regarding epidemics, &c. have been referred to it exclusively, almost.

The complaint set up against the College is neither one of a querulous nor trifling import. It is one of moral right, and involves the most serious and dearest interests of a body of the members, apparently as much entitled to its favourable consideration as any other.

A list of six members, by seniority on the general list, is usually suspended for election or rejection to the council. Those so suspended are not absolutely disqualified, and if when proposed for the council any of them may be still non-resident, their rejection may be justifiable *pro tempore*. But,

if at any time such disqualification should be removed, where is the justice of continuing the bar of exclusion against them?

If our profession be indeed deserving of the ordinary appellation of a liberal profession, it is not by such acts of jealousy and exclusive monopoly that its reputation as such is to be preserved.

I have the honour to be, Sir, your obedient, humble Servant,

CHIRURGUS MILITARIS.

London, December, 1835.

Naval Assitant-Surgeons.'

MR. EDITOR,—'Tis now four years since I last had the honour of appearing in your pages. As my appearance then was followed by an alteration in some of the subjects alluded to, should you be pleased to grant space for the following, I have some hope that a like result may be the issue; and in gratitude, tender you my warmest thanks.

To my Lord Minto, as head of the Naval Department of Great Britain, and member of a liberal Government, a numerous but neglected class of officers anxiously look, as the Minister in whom has been vested the sense of justice, destined to establish them in their undisputed rights, and show the nation that a naval servant, in any capacity, is entitled to, and shall receive, the same consideration, real and imaginary, as his *confrère* of the Army.

I, among the number,—and *ex uno disce omnes*,—have had my name on the list of Naval Assistant-Surgeons for ten years, little more or less. The best period of my life has thus been spent in the seclusion of a *young gentleman's* berth; and now, after *enduring*—the proper word, I can assure you—all the privileges thereunto appertaining, find a grateful country allows me the same time (three years) permitted him who entered its service seven years afterwards. I find its gratitude extend much farther: my fellow students, who preferred the accompanying pleasures of a red-coat to the blasting accompaniments of a blue, and enrolled their names at the Horse Guards instead of the Admiralty, have, at this moment, every hour of their service good—ten years; and if not promoted for nine years and eleven months yet to come, would then, by serving one month as Surgeon, be allowed by *their* country the retiring allowance of a twenty years' Surgeon: while I, promoted after the same period of service—nineteen years and eleven months—however incredible it may appear, and shamefully unjust it is, while they are enjoying the *otium cum dignitate* ashore, I, with as many grey hairs on my head, and as few days from my grave, would be compelled again to buffet the waters for seventeen years, should it please God to doom me such a protracted *existence*, to entitle me to a twenty years' Surgeon's retirement.

My military friends have, from service, entered on the pay of 10*s.*; while I continue, and shall until death or promotion remove me, with my original pay of 6*s.* 6*d.* This, though bearing no stamp of equity, is of secondary consideration; but at the same time let me ask, is the life of the soldier, upon whom it is their duty to attend, more valuable to "mother state" than that of the sailor? Soldier and sailor, in my opinion, are alike her sons, and equally deserving; but if her dependence rests upon one more than the other, and a preference must be shown, it is surely his from whom she owns, and has her chief support.

That it is the duty of the Board of Admiralty to take the necessary steps for remedying these evils, no one can doubt. And that our Naval Legislators, in Parliament assembled, in absence of more important matter, if requisite, would show their gratitude for services rendered, and do a benefit to the Service generally, by inquiring whether the acquirements of the Military Medical Man surpass those of the Naval, in a ratio with his comforts, pay, and usual indulgences, must be the opinion of every candid man.

Some ask, why the Physician-General has not managed to place his professional brethren of the Navy on a footing with those of the Army? I must tell them. Had it rested with Sir William Burnett, a Naval Assistant-Surgeon would now have found himself an animal somewhat higher in the scale of creation; and some meritorious men, yet on the Assistant List, would have found themselves on another, more suitable to their claims on an unappreciating country. Sir William possesses the *voluntas et præterea nihil*.

Trusting to Lord Mintø's good judgment on the above matters;
I have again the honour, &c.,

CANIS ULLAS ORO.

Suggestions to enable Captains of the Navy to retire from the Service similar to the Army, without Expense to the Public.

MR. EDITOR.—It would be deemed a most important benefit to the naval Service if a method could be devised to enable Captains worn out in the Service, after braving the battle and the breeze, to retire with an adequate remuneration, thereby thinning the list of Admirals and Captains, and opening the door of promotion to the junior classes efficient in all the duties and qualifications of an officer.

It would be presumption in me to offer my suggestions under any other feeling but that of calling the attention of the advocates of this measure to the fond cherished hope of the old meritorious officers to participate in the advantage granted to our more fortunate brothers in arms. Aware as I am of the assertion so confidently made that no means have hitherto been submitted to meet this desirable object, I am aware that it is no fault of the Admiralty; they have always been favourably disposed to grant this boon to the Naval Service; and it may be granted even in accordance with the views of those persons who will not support any measure unless accompanied by a reduction of the Naval Estimates.

It was stated by Mr. Canning in the House of Commons, that the Navy would not disapprove of the introduction of the sons of the nobility amongst them—most certainly not: but unhappily the retrospective order in Council may make them pay dear for this galaxy. During the war, officers from the impulse of honour and distinction, with strict confidence in the faith of their country, braved every danger under the consoling feeling that by glorious achievements they would obtain post rank, and in regular rotation, the object of their ambition—a flag!

Prospective orders in Council are fair to all; but a retrospective order for the Navy only, after the battle has been won, places in the hands of the First Lord of the Admiralty for the time being, a power never contemplated by our legislators; that of deciding who shall be admirals, by dispensing qualifications during peace, and unjustly reappointing officers already qualified, to the prejudice of war-officers not qualified: by such a system, if continued, we may one day see on the ocean a British Admiral that has never heard the whistle of a shot.

The method of thinning the Navy List by the boon I now suggest would in some measure qualify this lamentable grievance. Purchase in the Navy similar to the Army would not, from the nature of the service, be advisable. I therefore submit the following method,—to allow captains with the rank of full colonels, to retire from the service; and a midshipman to be entered in lieu for a lieutenant's commission on the payment, on entering, of 1000*l.*: this purchase-money, and an equivalent for half-pay, widows' pension, &c. would be equal to about 5000*l.* The list of admirals and captains thinned, and the old and faithful meritorious captain be enabled to provide a small pittance for his family, without any additional expense to the country. When it is considered that the midshipman entered the service with the certainty of a lieutenant's commission *after a service of five years*, (being

duly qualified,) with the rank of a captain in the army, and 100*l.* per annum half-pay, it is no bad investment for younger sons.

It is presumed that this plan would not be deemed injurious to any class in the Navy, as the vacancy in the captains' list would not otherwise take place, and in all probability *those* who would avail themselves of the right of purchase, or a majority of them, would obtain promotion without purchase. All midshipmen, according to seniority, to have the option of purchasing. In the event of a war, commanders would be promoted to fill up the vacancy made in the list of captains, and lieutenants, and midshipmen, in rotation. This regulation would not interfere with the regular routine of promotion in case of death or individual merit; on the contrary, it would introduce a more equitable system of promotion amongst the junior officers, as prize-money and other funds would render it available to many.

The average half-pay of Captains of 14 <i>s.</i> 6 <i>d.</i> , 12 <i>s.</i> 6 <i>d.</i> , and 10 <i>s.</i> 6 <i>d.</i> , say for fifteen years	£ 3620
Widows' Pensions (who are generally younger, and survive their husbands) at 90 <i>l.</i> per annum for five years' purchase, say	450
The Midshipman's purchase of a Lieutenant's Commission on a Captain retiring	1000
Advantage to the Country, the saving between the Pay of Admiral and Captain of those who would reach that rank	.
Widow's Pension, ditto of Admirals	.
The Deaths of Midshipmen before obtaining the rank of Lieutenants who have purchased	.
	£5070

Trafalgar-Place,
Oct. 15, 1835.

J. N. T.

Advantages of Military Savings Banks.

Athens, October 20th, 1835.

MR. EDITOR,—In the isolated service in which I have for some time past been thrown, the opportunities of meeting with your valuable Journal are so few and rare, that a series of the earlier numbers of the present year has only very recently been thrown in my way, and I have been much struck with the very sensible remarks of your correspondent H.B., contained in that of the month of March, "On the encouragement of Good Conduct in the Army;" a subject which every well-wisher to the Service must have so essentially at heart, that I am induced to trouble you with a few observations, in corroboration of the valuable suggestions he has offered.

Sir, it is impossible for any one, who has watched the workings of our military system during the last 25 years, not to be impressed with the conviction that it is gradually imbibing the influence of the *æra* in which we live, and it is the duty of every one to use his humble exertions to preserve intact the efficient discipline of the Army, by so engrafting that influence upon, that it may not paralyze and destroy it.

If the restrictions continue to be placed upon corporal punishment, (and I am not one of those who would advocate its undue severity,) I am persuaded that so necessary a desideratum as the existence of the Army as a well organized force, can only be attained by greater attention to the moral character of the soldier, and to the encouragement of his good conduct, by giving him access (amongst other means) to those institutions which are extended to, and even pressed upon, almost every other class of society in this enlightened age. In this I most cordially subscribe to "H. B.'s" suggestions on the subject of saving banks in the Army; and to prove what *may be*, I may briefly state what *has been*, done in this way, from what has fallen under my own personal observation and experience.

In the year 1823, an attempt of this kind was made in one of the troops composing the *depôt* of the four cavalry regiments in India, which in a few

months, under the judicious management of Sir John Browne, then commanding, this *depôt* at Maidstone, was gradually extended to the other corps; and though the composition of a recruiting *depôt* is certainly unfavourable to the prosperity of such an establishment, consisting principally of young Irish recruits on their way to India, and subjected to all the heavy drawbacks of a first equipment; yet by due encouragement its advantages soon become apparent, and, as far as my memory serves me, before the close of the following year, the accumulated stock of the several depositors amounted to nearly 1000*l*. The troops were settled with weekly, on the day before that when the Maidstone saving bank held its meetings, to which the amount of the deposits was carried on the following morning by the pay-serjeants of each troop, entered in the names of the several depositors, and the interest due to each on the amount of their stock, regularly paid and credited to them quarterly.

Many, I remember, were at first the difficulties we had to contend with, arising from the novelty of the scheme, the habits of the individuals, their dogged reluctance to vest their shillings under any security than that of their own breeches-pocket, or that their officers should suppose that they had really more money than they knew what to do with;—in addition to canteen temptations, proneness to intemperance, and that sort of reckless life inherent in men about to embark on long and distant service.

Many, too, were the gibes and sneers of officers (who ought to have known better) against the new finance scheme of the *depôt*, as tending to cramp the character, and damp the “ardent spirits” (damp them it certainly did, most beneficially in one sense) of the soldier, whilst by some it was only received in the light of the additional trouble created in the superintendence of new accounts, or the responsibility which the amount of the deposits might involve.

Maugre all this, the ‘system,’ as I have shown above, answered; and as long as I recollect, the *depôt* went on prospering; drunkenness became less frequent, the canteen less thronged. would only let the ensuing year at two-thirds of its former rent; and the individual benefits accruing were at once the pride and satisfaction of the soldier.

In one instance a rash enlistment was permitted to be atoned for by a discharge, in a great measure purchased by the savings of the individual. In many others, the privations and tedium of a voyage to India were lessened, by a sea stock and other useful necessities purchased at embarkation from the stock in hand then made over. In others again, distant relatives were relieved, by the honest application of the soldier’s earnings, and with the conscious pride of their appropriation, whilst to the non-commissioned officers composing the staff of the *depôt*, a means was afforded which they benefited by more largely than the recruits casually attached to it, of placing their surplus pay in security till the period when age or infirmity, suggesting or rendering necessary their discharge, made the accumulation of it a blessing, the value of which was doubly felt.

It is true that a permanent *depôt* has an advantage over marching regiments, in its continued connexion with some local saving bank, which may make a difficulty in the general application of the system, unless the suggestions of H. B. for these deposits being merely received for the sake of security without interest, by a regimental committee appointed for that object, could be adopted. By extending and generalizing the plan, however, an arrangement might be made, under Government sanction, and the direct authority of the Horse-Guards, for the pay-masters and pay-serjeants of the several regiments and *depôts* being credited with sums due as interest upon the amount of deposits transmitted by them to London for vestment in the savings’ banks securities; each corps having a committee of its own, who should be considered as trustees required under the Act, for its security and appropriation, which would neutralize the disadvantages arising from sudden and continual change of quarters, and extend the full benefits of the system to every corps in the service.

I have no hesitation in asserting, that the advantages arising from such a plan would be great and permanent.

The moral character of the soldier would be raised, and a wholesome consciousness of independent feeling inculcated, whilst it would create opportunities of more frequent communion with his company officers, and the immediate temptations to intemperance arising from superfluous means be removed; these last alone being the cause, either direct or indirect, of four-fifths of military offences.

It would, however, in all probability have, in process of time, another effect of greater importance, in a political light, by giving the soldier a direct interest in the vested securities of the country: an object of no small moment, when the levelling spirit of the age is directly aimed to sap its institutions, as well as in various ways to check and lower that indispensable control of the Government over the soldier, without which the best army must soon degenerate into the most dangerous mob, and anarchy and revolution do their bidding.

At a time when the "schoolmaster is abroad," and the political economist and philanthropist, by well-meant but mistaken views, are trenching on the comforts, and striking at the discipline, of the soldier; let not the benefits of the one be confined to the civilian, or the calculations of the other be exclusively limited to trivial reductions of our military expenditure on the one hand, or an overweening sensitiveness against corporal punishment on the other, without a due and timely substitution of that only true economy which would tend to reform the soldier's habits, whilst it taught him the best mode of husbanding his resources, or the introduction of a better system, which, by inculcating and encouraging good conduct, would render the necessity of punishment less frequent.

I remain, Sir, your most obedient servant,

PHILO-MILES.

CORRESPONDENCE FROM THE PRINCIPAL PORTS AND STATIONS.

Portsmouth, December 21, 1835.

MR. EDITOR,—H.M. ship *Cleopatra*, on her way to join Rear-Admiral Sir G. E. Hamond on the South American station, put into Spithead for her orders and dispatches. Having sprung her mainyard, it was necessary that a new one should be made in the dock-yard, and she was in consequence delayed a few days. She sailed on the 30th ult.

There has been no other man-of-war fitted here since I last addressed you, except the *Britannia*, preparing for the Port Admiral's flag, and the *Sulphur* and *Ætna*, with their tenders, the *Starling* and *Raven*. Those vessels have been in hand upwards of two months, and are now as complete and well fitted as can possibly be imagined, and being ably officered and manned, both as to science and seamanship, there is little doubt of their success in the objects they are about to proceed upon. The *Ætna* and *Raven* sailed on the 18th December, and Captain Vidal proceeds direct to the Bight of Benin, to continue and endeavour to complete the survey of that coast. The *Sulphur* and *Starling* will first go to Madeira; then to St. Catherine's, to the south of Rio Janeiro; and Captain Beechey will afterwards commence his operations round Cape Horn: those vessels are expected to be absent from England three or four years. The surveying instruments and chronometers (of which latter, about two dozen have been sent on board the *Ætna* and *Sulphur*) are as good and complete as ingenuity can make them. Their boats are fitted in an especial manner. The *Sulphur* has had an observatory made in the dock-yard, which takes to pieces, and can be erected wherever and whenever requisite. The vessels, being formerly adapted as bombs, although not good sailers, are capacious and comfortable, and

strengthened externally for encountering bad weather. The Sulphur and Starling will go about the latter end of the week.

The appointment of Vice-Admiral Sir Peter Halkett to succeed the Right Honourable Sir Geo. Cockburn as Commander-in-Chief of the squadron in the West Indies, and North America caused several reports as to the ship to be appropriated to, carry his flag--first it was stated to be the Hercules, a demonstrative 74 gun ship at Chatham:--next the Southampton, a large frigate; but at length it is settled that he is to have the Melville, 74, a teak ship, and she is now here in dock, and will be ready in a month or so; and as she has very recently been the flag-ship in India, a great part of her cabin and interior fittings will answer again. If a frigate was to have been selected, it is generally imagined the Vindictive would have been the ship; and while alluding to her, it reminds me of the article in your last Number connected with round steins, and the observations on fortifying the bows of ships. These being subjects of great importance, it is surprising such a ship as the Vindictive, now lying in Portsmouth Harbour, and which, from the astonishing improvements in her bow and stern, called forth the admiration of the Navy, has not been put in commission long ere this. Has the plan of the able inventor shared the same fate as many other good ones, *i. e.*, been seen, admired, and forgotten? It is in the recollection of many officers, the great pains and expensive alterations to perfect (if this appellation may be applied to such purpose) that ship. When the plan of the first round-sterned ship was determined on, all expedition was used to get the work executed, and measures adopted to send her to sea. It is to be hoped the design of the naval architect who suggested the alterations in the Vindictive, is not altogether given up, but if so, for what reason? or is this incomparable ship to rot at her moorings, after (as was understood) being fitted for sea service? Sir James Graham, when First Lord of the Admiralty, expressed his unqualified approbation of the improvements and alterations made in her battery; and at one time it was thought she would have been appropriated as flag-ship on the North American station, but behold the Vernon was selected, and from some cause or another, not answering, the President was sent to relieve her; afterwards it was imagined she would have gone to South America, or the East Indies, but here again the Dublin and Winchester came in. Possibly she will be brought forward to compete with the Pique, for that frigate's repairs are nearly finished, and a trial of the powers of the two ships would be most desirable and interesting. Two frigates will be required in the spring, to relieve the Castor and Forte.

You are of course aware, that for the last few years, the Admiralty have appointed supernumerary Lieutenants to be at the disposal of the Commander-in-Chief for invaliding vacancies: they are generally officers who have been recently promoted to the rank: they have their full pay; and, what is of more importance to some of them, they get over the requisite two years' service at sea. Their Lordships also send out Supernumerary Assistant-Surgeons for the same object.

As the Board have expressed a desire to benefit the Pursers of the Navy by increasing their half-pay when the necessary fund is raised, (by diminishing their emoluments while afloat from an eighth to a tenth of savings,) and as it will be a year or two before that can be accomplished, a few Pursers might be seriously assisted in a pecuniary manner if they were appointed as Supernumeraries to the flag-ships on foreign stations with an allowance of the full pay of 5s. a-day and provisions, for the purpose of succeeding to invaliding vacancies when such occur. To the officer it would be infinitely preferable to the miserable pittance of 3s. a-day half-pay: the expense to the country not felt. If three pursers were sent out to each station, *i. e.* Mediterranean, East Indies, West Indies, and North America, South America, Coast of Africa, and Lisbon, eighteen of this very useful and deserving class would thus find employment. Ten Clerks are generally promoted annually, and then placed upon the half pay of 3s. a day; if it

were not for the promotion and rank, it is imagined in some cases the party would be better off in his present berth; for the pay, provisions, and lodging in a ship of the line, are more advantageous in a pecuniary point of view. If this suggestion were properly represented to their Lordships, it would perhaps be attended to. The Supernumerary pursers would not, of course, interfere with the established patronage of the Commander-in-Chief, who is entitled to nominate to death and court-martial vacancies; nor very materially affect the interests of the old Clerks, so long as the Board promote ten annually.

Mr. Kyan, the inventor of a preparation or solution of corrosive sublimate to be applied to timber, rope, canvas, and the numerous matters liable to rot from exposure to heat, wet, and worm, has obtained the sanction of the Government to use it in Portsmouth Dock-yard, and a vat or steeping-house is erected for the immersion of timber, that the liquid may penetrate, and so preserve it externally. Two posts have been placed in a conspicuous part of the Yard, where rain, hail, sun, and wind have their full powers—one is without the coating of Mr. Kyan's solution, the other has been payed with it, and the letter K cut thereon. This is to try the solution by exposure. Before remarking on an operation which took place the other day, it may be as well to state, that some of the members of the Committee appointed to investigate the merits of that gentleman's patent, and report if it could be advantageously used in the Navy, were of opinion that some years must elapse before the solution could penetrate into beams and planks a sufficient depth to render them impervious to rot, but the butt-ends of timbers and planks might be coated when fixed; for it is pretty well known that a shipwright would dub with his adze to the eighth of an inch, and away would go the solution. On the 9th instant, Mr. Kyan visited Portsmouth Dock yard, and the Admiralty having directed every assistance to be rendered to him, the Admiral Superintendent, Sir Frederick Maitland, with his wonted zeal, fully entered into their Lordships' views. A piece of canvas, some rope and line, and different sorts of wood, were placed at Mr. Kyan's disposal, and immersed in the solution, and will remain so until he considers them perfectly saturated; and corresponding pieces put away, not steeped, to compare; for, as the Report very properly sets out with remarking, the benefit of the plan can only be judged by comparative trials. It doubtless will be a desirable thing if a suit of sails can be made more durable by the process, as well as the stays and shrouds of ships; but most folks think that it will only be permanently beneficial where the article is not liable to be rubbed or chafed.

On the 14th of the month, the experimental gun-ship *Excellent* was officially inspected by one of the Board of Admiralty, Captain the Honourable George Elliot. Whether this is quarterly, half-yearly, or annually, is not exactly known; at all events it is a good plan that a member of the Board should periodically visit her, as it stimulates both officer and man to his work. On the present occasion, Captain Elliot, who has frequently turned his attention to gunnery matters, both in theory and practice, bestowed his usual close regard, and minutely inspected the whole course of nautical gunnery which the officers and crew are learning, as well as the mathematical study which the officers alone work: and from Captain Hastings' correct system of instruction in the former branch, and the very clever and promising specimens of officers at present under tuition, Captain Elliot could not fail to be, as he was, much gratified with all that came under his notice. There is no doubt but the *Excellent*, as she is at present arranged, is a most expensive ship, arising from the simple cause that the system is experimental: whereas, after the three or four years' trial which has been made, it ought to be a standing order that the gunnery practice adopted on board her should be the regular gun-practice in every ship in his Majesty's service; and that it might be at once used, a lieutenant, a mate, and three or four seamen-gunners should be sent to every frigate and vessel below that

class : to a line-of-battle ship, the number might be double. It is of course expected, that ere this a multiplicity of intelligent lieutenants and mates have qualified themselves to instruct a ship's company, let alone a watch ; but unless the Admiralty think proper to give directions that the Excellent's gunnery-system shall be uniformly acted, and no other used, these young officers, in seven cases out of ten, have gone through a course of study for no other object than their own benefit in the event of becoming commanding officers. As far as regards the seamen, any strong, able fellow will answer the purpose of being drilled as a gunner on board the Excellent, and we understand that the captain has been less particular in entering sailors ;—in the first place they are not always to be got ; and secondly, an A.b. does not much like going to school as a gunner when qualified for the former rating.

With respect to miscellaneous affairs in the place during the month, the Arsenal has been visited by the Turkish Ambassador accredited to the Court of France, and great attention shown him by the Naval and Military authorities. He staid two days, and contrived to see the Dock-yard, Victualling Establishment, some of the ships, and other *lions* with which this port abounds.

There has been no less than four private ships repaired in the Dock-yard, a plan very beneficial to the owners, and of no detriment to Government ; for if there is not an immediate demand for man-of-war work, and cases arise in which individuals can be benefited, it is preferable to employ the artisans in that way than to reduce the numbers, particularly as there are no private docks at Portsmouth or Gosport. The first ship taken into dock was the *Surrey*, and she has since gone to Dublin to embark convicts. Next came the *Douglas*, having sustained considerable damage from being run on board by an American packet. She has been floated out, and her place occupied by Mr. Thorald's yacht, the *Coquette*. She is merely to be inspected, preparatory to being purchased by that Australian Company which has selected Captain Hindmarsh, R.N. as the Governor, and intended, if found fit, to be the Colonial vessel. Captain Hindmarsh will have the old *Buffalo* appropriated for himself, family, and some settlers ; and she is now in the basin getting in order to sail in a few weeks. (There is a little policy in having a King's ship, as he will be allowed to carry his pendant.) The *Royal Tar*, a very fine steamer, hired for the mercenary party in Spain, and on her voyage from London, carrying out horses, artillery, &c. &c., met with an accident near Cowes, and was obliged to put back. She was permitted to be hauled into the basin to be repaired ; but the damage to her machinery being very serious, they have transferred her cargo to the *James Watt*, another steamer in the same employ, that about three weeks ago shipped some thousands of muskets from the Gun Wharf at Portsmouth, and conveyed them to Corunna. She made the passage out and home in ten days. She will go to the coast on Wednesday with an officer of artillery, about 20 men, a few horses, and a considerable quantity of rockets and ammunition ; in fact, the greater part of the cargo of the *Royal Tar*. The accounts from General Evans's army are by no means encouraging. We have private letters in the town as recent as the 10th instant. The late mysterious march of the British legion, as a writer describes it, but which was afterwards found to be for the purpose of incorporating it with the Spanish army, cost about 500 men before they got to Briviesco. Some got drunk, and fell into the hands of the Carlists ; others straggled ; and possibly a good round number deserted. General Evans does not muster more than 5000 bayonets, notwithstanding there has been from 8000 to 10,000 people raised in this country, and sent out. It is true some are in the dépôt, a great many in the hospitals, and heaps who have been returned into store, being unfit for any service. The *James Watt* brought upwards of 100 the last trip but one ; and I understand these discharged recruits have no reason to complain of bad treatment, for all arrears of pay were settled, and mileage money given to those who resided out of London.

Several officers have quitted in disgust. The drill is pretty tight; and the fellows will be kept at it until about the latter end of March, when the winter will possibly break up, and enable them to commence operations. The prevalent opinion still is, that the known apathy of the Spaniards, and the incompetency of the military officers, will leave the auxiliaries all the hard work to perform, and their numbers will consequently dwindle away. Nearly 50,000 muskets have been sent out. The artillery branch is reported to be very effective.

No doubt you have heard that H.M. sloop *Racer*, Commander Hope, has been unluckily aground in Esquimaux Bay: the particulars are nearly as follows. She was dispatched by Vice-Admiral Sir George Cockburn to protect the Newfoundland fishery, and while proceeding in the execution of those orders, got ashore in the bay above named. Although every exertion was used, and her guns, shot, anchors, &c., landed, it was not until the third day that a high tide lifted her; and then, with the assistance of a party of Indians, she was hove into deep water without sustaining any accident among her crew, and in the course of eight or ten days her stores got on board again, and boats collected from the different fishing-stations: her injury could not have been very serious, for in obedience to his orders, Commander Hope endeavoured to communicate with the Dutch settlement at Davis Straits, and the Moravian Missionary settlement on the coast of Labrador, but was prevented by the ice, and then returned to St. John's, Newfoundland. The *Racer* afterwards sailed to Halifax, that her Captain might report proceedings to the Commander-in-Chief, but he had quitted for Bermuda, at which island the *Racer* found him in the President. As the sloop could not be effectually repaired there, Sir George Cockburn dispatched Captain Hope to England, and he arrived at Spithead on Friday last, after a passage from Bermuda of twenty days, leaving the President and Thunder surveying-vessel at anchor, and the Cruiser standing in. The Admiral purposed going to Barbadoes on the 12th of this month, to visit that and the contiguous islands, and then return to Bermuda, to await being relieved by Vice-Admiral Sir Peter Halket. The West India squadron were disposed as follows: Scylla on her passage from Havannah to Jamaica with money. Vestal, Captain Jones, under orders for England, to be docked and inspected, in consequence of having been aground. The Belvidera, Savage, Flamer, Columbia, and Meteor, at Barbadoes on the 11th ult. The Wasp on her passage from Jamaica to Havannah for specie. The Rainbow and Gannet at Port Royal. The *Racer* received orders on Sunday to proceed to Sheerness to be docked, and she in consequence sailed from Spithead this morning.

The following Midshipmen passed the mathematical examination for Lieutenant, this month: Mr. George H. Gardner, Seaflower; Samuel Sparshott Shore, late Conway; Henry Stewart, Excellent; George Sayer Boyes, late Nimble, J. C. Snell, late Pandora.

P.

Sheerness, December 22nd, 1835.

MR. EDITOR,—In my communication of September last, I mentioned the general survey that had taken place on the Warrant Officers of his Majesty's fleet, with a view to discover their several qualifications for service, previously to the intended new classification of that class of officers. This week a number of gunners, boatswains, and carpenters have been allowed to retire on pensions granted to them by the Lords Commissioners of the Admiralty.

The new system of classification will not be made known until the opening of the new year; at which time we may also expect various alterations and improvements in the navy and naval establishments.

His Majesty's ship *Howe*, 120, bearing the flag of our respected Commander in Chief, is still lying in the great basin, undergoing repairs by the Dock-yard. She was masted on the 3rd instant, by the aid of the newly-

erected shears, which answered remarkably well, and gave great satisfaction. The sheer hulk has accordingly been towed to Chatham by the Brocklebank lined steamer, either to be broken up or to supply the place of the one at present at that port.

His Majesty's cutter *Speedy*, 4, was put into commission at this port on the 22nd ultimo, and his Majesty's corvette *Scout*, 18, on the 14th instant, the former by Lieutenant Thomas A. Sullivan (since superseded by Lieutenant John Douglas), for the protection of the Scotch coast and Loch heering-fishery, and the latter by Commander Robert Craigie, it is reported, for the West India station.

The *Albion*, 74, lately brought down from her station as a lazaretto, at Lenth, arrived from Chatham on the 24th ultimo, and was towed to Deptford by the *Messenger* steam transport, there to be broken up and sold, along with the *Terrible*, 74, and *Dover*, 24.

On the 27th ultimo, his Majesty's picket brig *Delight*, 10, Lieutenant Commanding John Moore, arrived from Chatham, and anchored at the Little Nore, whereto, having been inspected by the Commander in Chief, she sailed for Falmouth on the 2nd instant, in readiness to take out the mail to Lisbon.

The *Spider* schooner has also left this port for Plymouth and Falmouth, previously to her departure for Rio Janeiro, between which port and Buenos Ayres she is to be employed as a mail boat, reliving the *Hornet* brigantine.

His Majesty's picket brig *Ringer*, Lieutenant James H. Turner, has come out of the Basin, and now lies ready for sea. She will sail, it is expected, in the course of a day or two, having been only detained by the prevailing gales.

I am, Sir, your obedient servant,

B

Sheerness, Decemb 17th, 1835.

"*Bowline*. Well, I have nothing to say in favour of dirty Sheerness, or Sheerness, and its swammy vicinity."

MR EDITOR,—Perusing with much interest the debate between Captains Gasket and Bowline, in your useful periodical of this present month, I certainly could not help observing with regret that my native place had not yet survived the censures and ill-natured remarks of all England.

Surely your antiquated debater has not visited Sheerness lately (I will say within these fifteen years) or he would so nicely condescend to revive that odious term *Sheer nasty*. I am convinced, that were he acquainted with the manifold improvements made even within the last six years, he would never have permitted his wit to have mastered him so as to make use of what was doubtless, in his day, a very familiar though vulgar term.

Thus impressed, I am induced by a proper feeling, I trust, for the honour of poor ill-treated and despised Sheerness, to solicit a space in your Journal, that the *local* and *intellectual* improvements that have been made in it may be widely circulated.

As to our local improvements, I beg to state, that in 1829, an act of parliament passed, which enabled the commissioners appointed to put it into execution to pave, light, &c. &c, the whole of the two towns, Blue and Mill Town, throughout.

The late Sir E. Banks has made considerable improvements in Mill Town, by building an elegant street of twenty-four houses, unequalled in Sheerness, and converted an agreeable swamp into a beautiful garden, having a greenhouse, bowling green, and extensive promenades. The spacious building until lately inhabited by his son, Delamark Banks Esq., is now open as an hotel, which bids fair, with the delightful grounds above mentioned, to offer great attractions to the inhabitants and visitors in the summer season.

Two years since, the towns were lighted by gas, the gasometer and gas-house are very neat, and are situated at the top of Mill Town.

In August last, the first stone of a new church was laid with appropriate honours, by D Banks, Esq, in the presence of a respectable assembly of spectators; it is fast progressing, and will be built in the Gothic style, it will provide room for eleven hundred, six hundred seats, are to be appropriated to the poor population it is situated opposite the Royal Hotel, at the end of Banks town

Commodious premises have been erected on the beach near the hotel, where warm and cold baths may speedily be obtained

On the 8th September last, the crowning local improvement, viz, the new pier, was opened by Vice-Admiral the Honourable C E Fleming, amid the cheers of the delighted inhabitants, re-echoed by those of the visitors from London Gravesend, &c, &c, occupying several steam boats in the harbour The length of the pier is 1700 feet, having a T end, 40 feet long and 30 wide, so that steam boats can land their passengers at any time of tide

Our intellectual improvements keep pace with those of a local character We have an excellent classical school, under the able superintendence of the Rev S. Buncell, a circulating library belonging to the respectable inhabitants raised by shares and donations of books, independent of an excellent one kept by Herbert in the High Street, Blue Town, who has also a spacious billiard-room, and a first rate table

In October last, a mechanics institute was formed, and its progress has far exceeded the most sanguine expectations of its promoters two hundred and eighty members are already enrolled A lecture is delivered every Monday night, and from the crowded audiences which have hitherto attended, the most complete success of the institute is anticipated

The agricultural gentry in the island have not been behind in their exertions A society has been established for the purpose of rewarding the successful competitors in ploughing matches and other individuals who have by their character and conduct been found deserving encouragement

Now with all these important improvements, ought I to remain silent when the old and exploded attributes to Sheerness are again circulated through the kingdom? Sheerness is emerging from obscurity, her splendid arsenal, spacious docks, magnificent basins and store houses, (a first rate man of war, fully equipped, can be taken into dock at an ordinary high tide,) afford advantages possessed by none of the eastern yards Is, then the opprobrious epithet *Sheer-nasty*, to be for ever affixed to such a place? Surely not With a view, therefore, to assist in consigning to oblivion all that has been said to the prejudice of a manifestly improving place and to aid, though feebly, in elevating Sheerness to her proper station among the arsenals and towns in the kingdom, I repeat my entreaty that you will insert this appeal from

Your obedient Servant,

A SHEPPY ISLANDER

Milford Haven, 15th December, 1835

MR EDITOR,—On resuming the correspondence from this port, it will be necessary, in order to afford a continued series of intelligence, that I revert to some of the events of the last few months Early in October, orders were received here to inspect and report on the most eligible points for the erection of light houses These are required to assist the navigation of the Waterford steam packets to the new pier constructed at Hobb's Point, up this haven, for their accommodation The brethren of the Trinity Board finding, on survey, that their building these edifices would prove oppressive to the trade of the port, declined doing so, and, in consequence, the Treasury are about undertaking it By this arrangement, vessels trading to the different places in the haven will be exempt from extra charges, and at the same time the packets receive the benefit of the lights. It is said two are to be erected on the opposite shores of the harbour, and that old pen-

sioners will be placed in them. On the Carr Rocks there will be a floating light; at least such, rumour says, is the present intention of the authorities.

On the 23d October, the Skylark, revenue cutter, was hauled on shore here, for the purpose of undergoing a thorough repair and refit. It is strange the Government should continue thus to have the repairs of their vessels performed by contract, while the dock-yards are, at the same time, in but partial employ.

25th. This being the anniversary of the Trafalgar action, the Pembroke-shire United Service Club commemorated the event by dining together. The Rev. R. Bloxam, Chaplain of Pembroke Yard, who was in the chair, in alluding to that glorious battle, spoke with such fluency and masterly eloquence, that the members, all of whom were in raptures, are determined to have the speech printed, as a mark of the high esteem they entertain of his powers of oratory.

The works at the new packet station at Hubb's Point are progressing rapidly; and it is expected the whole will be completed by March or April next. Captain Bevis is at present the agent for packets at this port.

The plague having considerably abated along the shores of the Mediterranean, our quarantine ground has lately been in much less request than it was some weeks back. So extensively were its services in demand, that an extra vessel was hired for the purpose of a guard-ship, in order to take advantage of the accommodations of the Milford, 74, formerly fitted as a guard-ship. Mr. Talbot's fast-sailing schooner-yacht, the Galatea, lately arrived at this port, for the purpose of lying up over the winter. Such excellent accommodations do this haven possess for laying up vessels generally, that it is anticipated many yachts will in future be sent here for that purpose. Its easy access, capacious roadstead, numerous creeks and inlets, and free egress and ready entrance into the Western Ocean, are circumstances which demand the serious attention of the sea-going public. The latter was justly evinced in the case of the Vanguard, lately launched from our dock-yard. This vessel, although under jury gear, worked down and out of the port, making her passage, although the wind was at s.w. at the period, blowing fresh, and a considerable sea on. The next ships to be launched from the dock-yard up our haven are the Dido and Harlequin, two handsome little vessels, constructed by Captain Symonds. As these vessels will not be immediately required for sea, the Admiralty intend to keep them on the stocks till the spring. They are of the following dimensions:

	Dido.	Harlequin:
	ft. in.	ft. in.
Length between perpendiculars.....	120 0	100 6
Length of keel for tonnage.....	99 5½	76 9½
Breadth, extreme.....	37 6	32 0
Breadth for tonnage.....	37 2	
Breadth, moulded.....	36 6	31 6
Depth in hold.....	18 0	14 10
Burthen in tons.....	730½	428½

The by-gone month has been one of storm and tempest with us, together with shipwreck and awful loss of life. A gale of dreadful force blew from the southward, which, arising very suddenly, caught the coasters on passage, from the different ports in the British Channel bound to Ireland, and consequently threw them on a lee shore. The coast has been strewed with wreck, and several dead bodies have been washed ashore. The gale did not extend to any great distance east and west, but seemed concentrated and violent only on the Welsh and Irish coasts.

The marine detachment doing duty at Pembroke are daily employed in the dock-yard as labourers, for which they receive 9d. per diem. A considerable saving in the expense of workmanship in the Arsenal is thus effected. They have the old Dragon, 74, fitted up as a temporary barracks, till better accommodations can be erected for them. The old Dragon is 178 feet long

on the gun-deck, 48 feet 3 inches wide, and 1815 tons. Capacious quarters are thus afforded both officers and men. She was built in 1798 in the River Thames, on the plans of Sir William Rule. G.

Liverpool, Dec. 8, 1835.

MR. EDITOR,—Resuming my observations on the island of St. Domingo, I shall, with your permission, proceed to lay before your readers, in as brief a manner as possible, all that remains to be said that is likely to prove interesting, concerning this extraordinary country.

My last communication contained some account of Port au Prince, and of the complexion of affairs in the *Chambre des Représentans*. But I omitted to state a very important alteration that has been introduced into the laws of the Republic, and which will be attended with more good and evil than can be anticipated. From the commencement of next year, all duties and dues payable to the government are to be made in Spanish dollars! This is an expedient to raise money to pay the French composition—which is stipulated for, in the real negotiable dollar. The president had hitherto found it a difficult matter to obtain Spanish dollars through the medium of his own unavailable currency, and as a *dernier ressort*, this ingenious plan was suggested, to which the watchful representatives of the people, as a matter of course, nodded assent.

This arrangement will place the Spanish dollar at a much higher premium than it is at present, and unless it produces a corresponding effect on merchandise, will become a serious oppression to the commercial body.

It is not, perhaps, generally known that, notwithstanding the evidence of abundance of silver in this country, the currency of St. Domingo is produced from the Spanish dollar. There is besides a great deal of paper-money, ranging from two dollar notes and upwards. Monday is the fixed day of payment there, though bartering transactions are carried on at all times:—the Customs take good care to enforce their demands the moment they are due. The duties, both import and export, are so high, and money frequently so scarce, that I have seen great difficulty, even among very respectable European merchants, to obtain the “needful” for the worthies of the *Douane Nationale*.—How they will manage under the new system remains to be seen. I have now done with statistical matters, and most heartily wish the enlightened authorities of the island all the benefits they anticipate.

The next town in importance to Port-au-Prince, in that part of the island, is Cape Hayti on the northern coast. This was formerly the capital and the seat of government, and has been successively called Cape François, Henri, and Hayti; the two first in compliment to Pétion and Christophe, and the present designation as a means of obliterating such a memorial of the sanguinary times of the latter’s sovereignty. There are many proofs of its primitive grandeur in the numerous ruins that present themselves; even at the present day the town is large and populous, and the climate here is so eminently superior to that of Port-au-Prince, and the harbour so commodious, that it is surprising the president does not restore it to its former consequence.* The sea-breeze is here regular, and the situation of the town elevated and open to the sea, which occasions many to visit it in the hottest part of the year, for the benefit of their health.

Proceeding onwards, are the following towns, which, from their commercial and other attractions, deserve mention: Jeremie, Cape St. Nicholas, St. Marks (a very healthy place), Gonaïves, and Aux Cayes. The latter is celebrated for the mahogany with which its beautiful plains abound. The mode of forwarding this valuable wood to the port of shipment is somewhat singular, and from the difficulties attending it, there is frequently a scarcity in the market. The tree when cut down is divided into logs of a convenient size, which are dragged to the rivers to await the next flood, having been previously marked so as to prevent mistake. The first rains cause an overflow in the rivers, and the mahogany is carried by the force of

the current to its destination, where the several owners are assembled to receive it. Thus, although the island throughout abounds with it, very little wood can be obtained that is not convenient to the rivers. The mahogany here grows to a prodigious height and extent,—and enjoys a very high preference in European markets.

Farther on, after some smaller places, is Cape Bainett,—a place that I have not much pleasure in calling to recollection, as you may suppose. This town produces very superior coffee,—but is one of the most unhealthy in the whole island, being situated in a swampy valley, with only an irregular sea-breeze to counteract the insupportable sickly heat of the atmosphere. There is not a single European in the place. At a distance of about ten miles from this is Jacmel,—a town of considerable extent and importance, pleasantly situated at the extremity of a deep bay,—overlooked on all sides by lofty mountains. Here is a good fort, and extensive military barracks,—if an assemblage of huts deserves that name. Jacmel has some good buildings, principally possessed by European merchants, and used as stores for merchandise. The president has a palace here, but seldom visits the town, except on business of importance. There are enough Generals, Colonels, and other Officers here, to pay due honour to such an event, which might vie in grandeur with any Lord Mayor's show in your metropolis. The church here is a wooden edifice—somewhat resembling a barn—with a large over-hanging roof. Opposite to it is the market-place, as I have before described. Jacmel exports great quantities of coffee, cotton, and dyewood,—and carries on an extensive trade with the United States, which supply the whole island with provisions. The streets are regular, but in shocking condition—the houses are airy and neat, and the population is about 10,000.

I have now, Mr. Editor, arrived at the place of my residence, while in this island,—and if I left it with all the endearing recollections of merry England before me, I left at the same time behind me, some of the sincerest and best friends that I had ever the good fortune to make, even in a more refined country.

In concluding my remarks upon this beautiful but neglected country, I do hope that some of your correspondents may be able to take up the subject, and furnish some particulars respecting the other parts of the island, which I have not been fortunate enough to visit. The city of St. Domingo I regret, particularly, not having seen; it is the most ancient in the Western World,—having been founded by the celebrated Columbus. I, for one, should highly prize any account of the manners, customs, &c. of that part, and I am sure you will join me in inviting further information concerning this curious people.

I have before represented the extraordinary indolence of the natives, and their indifference even to their necessary wants: which I am inclined to think has grown upon them, in consequence of the over-careful protection the laws afford them. You can hardly venture there to reprimand your own *domestique*; and any punishment, however provoked, would be visited with a heavy retaliation by the *juge de paix*.

In this state of things, it is the most expedient to engage the blacks by the day, and at the termination of his duties, you will probably see the faithful labourer getting “glorious” at the first taffia-seller's he comes to. In a climate like this, and where every thing is abundant, nature is soon satisfied;—a few plantain leaves will furnish a bed, and as to living, man-gos and taffia form the most prominent consideration. Thus the poor reekless blacks present a miserable, dirty appearance, and are idle and drunk half the week,—though at the same time perfectly contented with their condition.

The principal ambition of the females, who are generally tall and well-formed, is to excel in dress, the extremes of which are sometimes laughable: one day, intolerably *négligé*, and the next day bedizened out in all the

colours of the rainbow ! The same propensity to idleness, I am sorry to say, prevails among the ladies ! All day long you see them sitting in groups under the shade of the roofs, talking and laughing, and responding the *bons jours*, that are directed to them by the beaux in passing. You never see them engaged in any sort of needlework, upon the plea that it is prejudicial to health in that climate. The business of the *marchandes* is a very easy one ; their books are kept by the *négociant*, and the only day on which they have to bestir themselves is Sunday, when their customers come down from the interior.

It is melancholy to see the places appropriated to the burial of the dead in Hayti completely burrowed as they are by the land-crabs ! A funeral is made an occasion of rejoicing ; crowds are assembled, the females in showy dresses, exhibiting expressions of gratification and revelry. I need not describe, Mr. Editor, the feeling it produced in me, when I saw the graves of many of my own countrymen exposed to this outrage.

When riding over the mountains, I have been struck with the religious emblems that are placed by the road-side to attract the piety of the traveller.

On Saturdays, when the inhabitants of the interior come down to be ready for the market on the following day, the number of devotees is considerable ; though with all these apparent signs of religion, it is remarkable that very few ever think of going to church. Of course the business of the market engrosses their attention too much to expect anything else ; and, an acquaintance, in answer to an inquiry of mine, once informed me that it was " only the old people who frequented the church."

Cattle have thriven rapidly in this country, though they are in general very poor, and their meat only fit for soups, &c. The pigs run about in almost a wild state, and are certainly the most forbidding looking animals I ever saw ; their head is very long, like their bodies, their ears erect, and they fight with each other with the fierceness of tigers. The fowls are very fine, and the woods abound with a species of game that is very delicious. The style of living here resembles that of the other West India islands, consisting of first and second breakfast and dinner, all of which are served up in a most luxurious manner. The fruits are delicious, and so plentiful, that I have ridden through complete forests of them !

The amusements in Hayti are principally confined to billiards and card-playing, though at this season of the year they have their balls and parties. Gambling, however, is the leading feature ; and here, as in South America, you will see the merchant and his clerk engaged at the same table ! This shows what the lack of society and rational amusement will effect. In Port-au-Prince there is a sort of theatre, which, however, is only frequented by the lower orders ; indeed, the heat of a place of entertainment of that kind would be insupportable to Europeans.

The seasons in this island differ but little from each other ; the heat is at all times overpowering, and from May to October the fever rages with more malignance. The natives themselves suffer continually from this dreadful disease, but it never produces such fatal consequences as among Europeans. The remedy is indeed almost as bad as the disease itself ; the most powerful applications are resorted to, which if they succeed in effecting a recovery, mutilate the constitution perhaps for life ; added to which the absence of every real comfort and attention tend in a material degree to aggravate the malady with foreigners, many of whom survive the attack only a few hours.

When suffering dreadfully myself, I felt the want of a little consolation and domestic care bitterly, and from experience I would whisper to my fellow-countrymen, if called away by duties to visit an unhealthy clime :—

Virtus sua præmia tulit.

W. H. H.

MR. EDITOR,—The accompanying extracts from a letter just received from a friend of mine on the Columbia River, the farthest extreme of the Hudson's

Bay Company's possessions, afford some information regarding an out-of-the-world quarter—where, till within these few years, the fruits of civil order and organized society had no existence. These have been brought to bear in many points, under the auspices of the Hudson's Bay Company. It is not twenty years since the servants of the said Company, and others employed in traffic with the Indians, were obliged to live for weeks together without tasting bread or vegetables—nothing but animal food—fish, fowl, or buffalo: now, they may be said literally to repose under their vines and fig-trees, or in comfortable houses, instead of the wigwam or the canopy of heaven. Wherever these enterprising traders have planted a foot, we may here trace the footsteps of civilization—not solely in the bread and vegetables thus abundantly reared, in many instances, as in that referred to in the letter here quoted, beyond their own consumption, but in taming the savage manners, and oftentimes subjugating within the pale of wholesome laws, the hitherto indomitable spirit of the native Indians.

The Red River settlement, planted by the late Earl of Selkirk, may also be hailed as a green spot in these wilds. Having got over its years of infancy, it is now in the most flourishing condition—exports tallow, hides, corn and buffalo-wool—while the rich virgin soil of this colony yields an increase and return for labour which is truly exhilarating, and not to be surpassed by any part of the Canadas. So much for British skill, industry, and perseverance. But should what I now send prove acceptable, I may shortly, perhaps, communicate something more specific on this subject.

Nov. 1835.

A.

Extracts from a letter from Columbia River, North America; dated 20th January of the present year (1835).

* * *

You will no doubt have heard from time to time of my wanderings in this strange land; I shall therefore confine myself to a short account of Fort Vancouver, to my own duties at that establishment, and to the habits and customs of the Indians who surround it.

The Fort is situated on the banks of the noble Columbia, which, about ninety miles below, falls into the Pacific. On the east of the Fort there is a beautiful and extensive plain, great part of which is under cultivation, and, about sixty miles farther to the eastward, we have a splendid view of Mount Hood, which is constantly covered with snow. To the north the country is thickly wooded, but now and then relieved by beautiful small plains, two of which we have cultivated, though one of them is at least six miles distant. The Fort itself consists of a Governor's house, stores, an office, and houses for the gentlemen who conduct the trade.

On my first coming to Vancouver three years ago, I was appointed Indian trader. I then entered the Indian shop and was left alone to deal with the Indians as I best could. I very soon acquired a sufficient knowledge of their language to enable me to trade with ease. I continued Indian trader for upwards of a twelvemonth, and had the good fortune to become rather popular with the natives. I was next placed in charge of the men and farm which is very extensive. We have at least seven hundred acres of land under cultivation, and raise in great quantities pease, barley, Indian corn, buck-wheat, wheat, oats, and potatoes. Our garden produce is, grapes, apples, peaches, and all sorts of vegetables. We have got a thrashing-mill, flour-mill, and saw mill which employs twelve saws. The timber we export to the Sandwich Islands, where it brings tolerable prices. My duty as superintendent of the farm consists in seeing the orders of the chief Factor of the establishment at Fort Vancouver carried into effect, and I am almost constantly on foot during the day.

The climate here is very foggy and wet in winter, and we have lately been subject to the fever and ague. I was very severely attacked with it three or four times; but it now appears I have become acclimated, as the Yankees term it, as it has quite left me. The summer season here is dreadfully hot, the

thermometer being generally upwards of ninety in the shade and mosquitoes in abundance. The two tribes of Indians in our neighbourhood are called Chinooks and Chikitals. They are in general a well made, good looking race; but are deformed by a savage custom of flattening the head in infancy with bandages. The Chinooks support themselves by fishing, and the Chikitals by hunting. Some of the Indian women are very good looking, most of our men have got them for wives. *I have hitherto steered clear of them, though often offered the daughter of a chief.*

I lately made a short excursion up the Columbia, to a salmon-fishery established by the natives; I took with me a cooper and his assistants, traded the salmon from the Indians, which we salted and sent to the Fort. I had a tent pitched near the Indian village, where I lived very comfortably upon delicious fresh salmon; and, by way of dessert, the Indians supplied us with excellent berries from the neighbouring mountains. We have got two forts erected on the coast of the Pacific, where we have vessels employed trading in beaver.

Some American missionaries have lately settled near us with the intention of converting the natives, but they have not as yet made great speed.

REVIEWS AND CRITICAL NOTICES.

THE NAVAL SERVICE; OR, OFFICER'S MANUAL, FOR EVERY GRADE EMPLOYED IN H. M. SHIPS. BY CAPTAIN W. N. GLASCOCK, R.N.

Although the pressure of matter incident upon the close of the year prevents us for the present from entering fully into the objects of this truly nautical work, it is of too useful and important a tendency to allow of the announcement of its publication being omitted. We alluded to its being on the stocks; and from the known ability of the constructor, the launch was anxiously expected. This has now taken place, and we venture to predict that the high expectations formed will be fully gratified by the volumes.

Though there are many books from which the naval tyro may glean useful ideas on various branches of service, there has hitherto been nothing published which fairly comprehended the intricacies and duties of nautical affairs, under distinct classification and allotment. Captain Glascock's "Manual" is therefore unique of its order; and it treats the routine of naval life, from the volunteer to the captain, with a conciseness and fidelity which must render it an excellent reference for veterans, as well as a code of instruction for beginners. There can be no doubt that the eyes of youngsters will not be the only explorers of its details. Full many a wight, suddenly drawn from his half-pay moorings, will rejoice in such a succinct adviser. Indeed, we think it contains matter from which every officer in the service may gather most useful hints, and that even our most expert adepts may, without loss of time, or toil, refresh their memories upon a given point in an instant. We are now merely speaking of its technical merits, and the ability with which some rather conflicting duties are separated and defined; but we must also observe, that though authorship is very properly sacrificed to classification, there are abundant proofs throughout the whole of the author's devotion to the service, his straightforward course between the shoals of antiquated system and indiscriminate novelty, and his qualifications as a humane and skillful commander.

In recommending this work as a desirable acquisition to seamen of every grade, we are compelled to object to its form. It ought to have been a jacket-pocket companion; and so, with very easy modification, it might be made. We therefore hope to greet its next edition as a single volume.

A CONCISE DESCRIPTION OF MR. DENNETT'S ROCKETS, &c.

MR. DENNETT's name has long been familiar in pyrotechnics, as the improver of rockets intended for explosion, conflagration, propelling shot,

and all other purposes of war; but in the pamphlet before us he makes the same weapon instrumental in saving human life, on the principle of a very powerful propulsion of easy application, great portability, and little incumbrance. The size of the rockets recommended are 12 and 18 pounders, and by a proper modification of the apparatus, they are equally applicable for conveying the line either from the shore to a stranded ship, or from a ship to the shore.

In illustration of what is advanced, a narrative is given of the loss of the ship *Bainbridge*, of Halifax, of 130 tons, which was wrecked on Atterfield rocks, Isle of Wight, in a dreadful gale, on the 8th of October, 1832, and the saving of the crew, consisting of nineteen persons, by a single discharge of a Dennett's rocket, after Captain Manby's mortar had been fired four times in vain.

In the course of the argument, there are several judicious reasons given why the rocket should be better than the mortar, especially on dark nights, and as most respectable testimonials are appended, there can be no question as to the value and importance of Mr. Dennett's apparatus. Indeed, we need only add, that the names of several officers of known talent, both in the army and navy, attest that, in their opinion, the Dennett rockets will answer every intended purpose in case of shipwreck, and the certificates are both clear and convincing.

ON BROOD LETTING. BY JAMES WARDROP, ESQ., M.D., SURGEON TO
THE LATE KING, &c.

This small and methodical treatise professes to give "an account of the curative effects of the abstraction of blood, with notes, for employing both local and general blood-letting in the treatment of diseases."

The subject is one which has employed many pens and in many tongues in all ages, and authors and lecturers have pretty often held very various opinions upon it. From Mr. Wardrop's experience and talents we may expect some useful and practical rules in this important branch of treatment, and, indeed, the basis of the present work has already been laid piecemeal before the profession to which it is addressed. The practical portion of the book is aptly preceded by some physiological notices of the nature and properties of the blood, and the important functions which it performs in the human living frame.

The prevailing doctrines of the age, upon subjects connected with the sanguineous phenomena, occupy the first discourse, whilst the second refers to the abstraction of blood, in various cases, the *modus operandi*, &c. The third discourse embraces questions relative to general blood-letting. The fourth, to the removal of various quantities of blood necessary to meet particular cases. The fifth, to the different instances of failure in the operation. The sixth, to the injurious results of blood-letting, and the seventh and last, to the subject of bleeding in febrile disorders, inflammations, congestions, &c.

Considering that this popular remedy (for the popularity of it is universal in this country) is, indeed, one of the most powerful of medical agents, and that much good or much harm may result from its adoption, according as it is judiciously practised, or otherwise, the opinion of an experienced physiologist and practitioner must ever be considered as a valuable addition to our modern medical libraries.

This is more especially true, as the older authors have usually laid down their rules rather dogmatically, and without sufficiently taking into consideration the variety of modifying causes which may, even in the same disease, render bleeding advantageous or hurtful, or, at least, make it absolutely essential that the mode and quantity should be both entertained as questions of no small importance, if the particular case treated admit of any abstraction of blood at all. The judgment must therefore always be exercised, rather than follow certain rules of routine, as laid down generally for the different species of cases, without proper reservation and exceptions.

Diseases are various in character, modified by age, sex, climate, season, temperature, habit of body, mode of living, &c.; any of which may render the remedy a cause of disturbance to the constitution, rather than a source of health, and recovery. The atmosphere in which a patient breathes exerts an influence over the constitution, either favourable or otherwise, as to blood-letting, according to circumstances. The soldier or sailor, situated in a cold bleak latitude, may perhaps require such a vigorous abstraction of blood as would not be advisable for an inmate of a London hospital, or a fine lady.

It is also important to ascertain accurately under what conditions of the human frame it may be proper to withdraw a portion of the arterial blood, instead of that of the veins, and *vice versa*,—a subject duly considered in the work before us.

The *pulse* is another point of great practical utility to discuss; the varieties and indications of which, far too little understood, are also noticed. A caution is here given, very seasonably, not to neglect watching the effect of bleeding upon the pulse: and it is shown how much those have to answer for who perform or *prescribe* this operation indiscriminately, and with fixed directions as to quantity.

Whilst there exists generally a popular feeling in favour of blood-letting, there is also one, almost as general, against *fainting*—a common result of bleeding. This result is shown, upon general principles, not to be injurious, seldom dangerous, and often of utility.

The subject of hemorrhage, from operations, and spontaneous, is likewise treated of, and the line is drawn between its dangerous and fatal tendency. And, under the head of the “Injurious Effects of Bleeding,” we find very useful and appropriate observations relating to the question of bleeding in cases of injuries and accidents. Bystanders are too much in the habit of interfering in such cases, and the prejudices of the ignorant are always in favour of immediate bleeding—a wish, if complied with, that may often prove injurious or fatal; and certainly most commonly unnecessary, to say the least of it. This observation is equally applicable during apoplectic or convulsive fits. It should always be understood, that where the head, the spine, or the abdomen, has been the seat of injury, the first effect is usually that of collapse of the heart, and depression of the vital powers; and that the effect of bleeding is to increase those phenomena.

When, therefore, a severe injury has been received, time should be allowed for *reaction* to come on, when alone any advantage is to be expected from bleeding. The author illustrates this doctrine by appropriate cases, and shows where the operation has been useless, injurious, and fatal, in each example of bodily injury from external and internal causes. On the contrary, it is shown that in cases of congestion in the head, the powers of life may be depressed by the accumulation of blood, and that then immediate bleeding will restore the vigorous action of the pulse.

The different cases of headache which require bleeding, and those which do not, are well distinguished. But we should have been glad to have seen some practical observations regarding bleeding in cases of drowning, hanging, poisoning, and exposure to injurious gases. The popular feeling is in favour of bleeding in such cases; although, as to *drowning*, especially, it may be usually worse than useless in the first instance. Judgment is required in these cases, to determine the proper period for the use of the lancet, as well as the quantity of blood to be drawn. This is a wide field, but one in which information is to be very usefully applied.

Upon the whole, this little volume is a sound and creditable one, and must be useful to many a practitioner. We recommend it specially to the perusal and attention of the rising generation of Army and Naval Medical Officers, whose future experience may lead them to corroborate or improve upon the doctrines and opinions detailed. Many useful ideas are thrown out, and the principles upon which blood-letting is recommended to be adopted, or

avoided, open a door to very considerable and valuable observations and treatment.

With the author's concluding opinion we perfectly coincide, when he says, "It is perfectly impossible for such persons as do not use their own judgment in regulating the extent of the bleeding by the effects produced whilst the blood is flowing from the vein,—it is impossible for them to form correct and just notions on the use of blood-letting; and he who is in the habit of *prescribing* the abstraction of particular quantities of blood, in like manner as he may be accustomed to write the prescription for a dose of medicine, must possess a very incompetent knowledge of all the advantages which are to be derived from the judicious employment of this most useful and no less powerful remedy."

THE PIRATE AND THE THREE CUTTERS. BY CAPTAIN MARRYAT.

Fertility and facility are marked properties of the pen of Captain Marryat, who, not content with the production of popular works in the regular walks of composition, has this year diverged into the flowery path of the *Annals*, and with brilliant success. What with his own inimitable yarns in the text, and the exquisite illustrations by Stanfield, and the handsome getting up of all the technical accessories, the Volume is a truly splendid one; and, take it all in all, stands in the van of its tribe. The dramatic and comic are found judiciously contrasted in these pages. The *Pirate* is a thrilling tale. Of the illustrations by Stanfield, all eminently characteristic and beautiful, that of "Sleeper's Bay" has the most struck us. It embodies Coleridge's "Ancient Mariner."

Here we are compelled by want of room abruptly to close our Critical Notices, of which we have a large arrear to be brought up at the earliest opportunity.

NOTICES TO READERS AND CORRESPONDENTS.

THE commencement of our Eighth Year affords us a plausible opportunity for saying many pretty things of ourselves and our "United" constituents, but we are loth to seem our own trumpeters: and, leaving our readers to form their own opinion of our merits, we content ourselves with cordially tendering them "the best wishes of the season," and trusting they may have thoroughly enjoyed festivities from which our labours on their behalf preclude us from participating.

The obliging suggestions of T. L., with one exception, have not been overlooked; as he imagines. He is thanked for his hint as to the French Guards; the fact was of course known, but its application in the paper alluded to might naturally appear incorrect as to time.

In reply to "Fusilier's" question we can state, that Captain Norton prefers his *worsted* cartridges, for percussion locks, to those made of any other wrapper.

The letter of G. (Pembroke) was accidentally delayed in reaching our hands till too late last month: that of W. H. H., (Liverpool) for the present month, has arrived too late—the holidays have interfered. These communications should arrive by the 21st or 22nd.

We much regret the necessity of omitting the sensible letter of Lieut. G—, R.A., for want of room: next month, we hope.

The letter of Lieut. Pollard, R.N., has already gone the round of the newspapers.

The communication of T. B. P. S., is deferred for revision.

"Chirurgus"—"Fair-Play"—"C. V. T. M."—"A. M. Miles"—"A Commander"—and several others, await insertion.

"Beta" shall hear from us.

EDITOR'S PORTFOLIO ;
OR,
NAVAL AND MILITARY REGISTER.

AFFAIRS AT HOME AND ABROAD.

PARLIAMENT has been further prorogued to Thursday the 4th of February, then to assemble for the dispatch of business. The approaching Session will doubtless prove decisive of the rescue or destruction of the constitutional establishments of the country.

A late Regulation as to Widows' Pensions vested a discretionary power in the War Office of refusing that boon to widows possessed of the means of subsistence. The application of this principle, fair, no doubt, in some overgrown cases, would have the effect of discouraging providence in military wedlock—a species of “doubling up” for which, be it premised, we are not advocates, unless perchance where Plutus accompanies the Blind God to the temple of Hymen—for “not e’en Love can live on flowers,” and even the latter are of scant growth on the path of a subaltern, who “spends half-a-crown out of sixpence a day.”—But to return to the widows. These ladies, the vast majority of whom are doubtless not overburthened with wealth, are thus subject to a most inquisitorial proceeding, and, after all, are more or less dependent on the caprice of the inquisitors, who are themselves dependent on the honour of the parties. The refusal of pensions, apparently upon arbitrary grounds, to qualified claimants, has lately given rise to much animadversion; and as we happen to know that a friend behind the curtain at the War Office may help a widow to her mite through many little difficulties opposed by the Regulation, we commend our sable clients to the gallantry of Mr. Sullivan and his thriving Aids, who, while enjoying the ample meed of *civil* services, (we trust the pun will be acceptable,) may be tempted to “shake the superflux,” if not to our living selves, at least to our dearer remains. The following communication illustrates this grievance:—

Plymouth, 15th December, 1835.

MR. EDITOR,—The Land and Sea Services have frequently been likened to ropes of sand, that is to say, to bodies which have no cohesion; and who, in matters at least in which their private interests are concerned, cannot be brought to act, with any thing resembling unity of purpose.

The truth of this position was never more forcibly illustrated, than in the instance of the tameness with which the professions have submitted, and are submitting, to what they cannot but feel as an oppressive exertion of arbitrary power, and as inconsistent with any principle of equity, honour, or good faith.

I allude to the innovation which has been recently made—Heaven only knows by whom—in the regulation according pensions to the Widows of Officers: a grant originating in the beneficence of parliament, and which cannot be legally tampered with under a less authority.

In a case quite recent, the widow of a gallant field officer, lately deceased, and whose person *had been riddled with wounds* in the course of the Peninsular campaigns—was required to make oath, that her income, arising from private sources, did not exceed the amount of the pension applied for, and in default, her claim has been refused!

It is a common observation, that men will do that in a body, which as individuals they would be utterly ashamed to avow: and I must submit, that, the subject I am upon furnishes precisely a case in point. Military men, to be sure, have this advantage over their naval brethren—when the cup of their disgust is full, they can sell.

But, Sir, do the Admiralty really intend to proceed on the principle laid down at the War-Office? As may indeed be inferred from the tenor of their memorandum.—

“Widows may be allowed, &c. &c. &c.; provided they shall appear to be proper objects of the public bounty, and not left in *wealthy circumstances*.”

Looking at the mass of uneasiness so vague a word must occasion, it would be a favour if their Lordships' sense of the term ‘wealthy’ could be clearly defined. Do my Lords forego their retiring salaries on any such ground?

Officers coming into the service with open eyes can interpret the phrase as they may, but those who obtained commissions antecedent to the recent alterations, could not have regarded the pension appertaining to their rank but as a vested right—as one of the elements which may fairly be supposed to have governed those who placed them in the profession—and as a due, guaranteed to them by the practice of ages.

Might not the dash of an official pen take a similar liberty with the half-pay of the service, and upon a similar plea? The only difference lying between a present, and a *post mortem* robbery.

One would suppose that even an indifferent member of the House, to whose knowledge these facts should casually arrive, would be indignantly eager to call upon Government for explanation. Then how is the apathy of our professional members to be understood? The rights of citizens are not merged in the obligations of the soldier and the sailor. My proposition then is, that if our natural guardians shall be found sleeping at their posts—if, during the ensuing session the subject is not brought forward with the seriousness it demands—no distant day be fixed for a meeting of the United Services—that the best law opinions be taken as to the most eligible means of bringing actions against the parties responsible—and that subscriptions be got up to sustain individuals aggrieved in such process.—In short, and to use the words of writers of romance, to make an appeal to the justice, the generosity, and the gratitude of the country.

Should this course seem to promise little, or to border somewhat on the ridiculous, I shall suggest one certain advantage from mootng the subject—a knowledge of the grievance will be co-extensive with the circulation of your valuable publication—and instead of sacrificing health and life—officers, at least in ‘*wealthy circumstances*,’ may consider the expediency of conserving both.

I am, Sir, &c.,

LIBRA.

It has been determined that an expedition, under the competent command of Captain James Ross, shall be forthwith dispatched to the aid of several whale ships from Hull and other northern ports, left blocked up by the ice in Davis's Straits, the crews of these vessels amounting to between 500 and 600 men. The Admiralty have undertaken to pay and provision the necessary complement of seamen, who may volunteer to man a vessel provided for this purpose by the owners and underwriters of ships employed in the fishery, and to supply her with stores and provisions for the crews beset in Davis's Straits. The ship *Cove* of Hull has accordingly been tendered and has been commissioned by Captain Ross, to sail without delay. Two other vessels are to be dispatched with the same view, when ready, in the course of the present month. Captain Humphrey of the *Isabella*, which, in the first north-western expedition, conveyed Captain Ross and his uncle, and in the last rescued and brought them to England, but was unfortunately lost

in the ice last summer, accompanies the gallant Captain on this interesting occasion. We trust these intrepid men may not only succeed in the humane object directly contemplated, but that they may be enabled to prosecute to some definite result those geographical investigations for the settlement of which Captain James Ross appears reserved. The following particulars respecting Captain Back are in point, and equally claim record from us:—

At the meeting of the Royal Geographical Society, held on Monday evening, the 14th ult., Sir John Barrow, the President, announced that the Council had awarded to Captain Back his Majesty's annual premium, placed at the disposal of the Society for geographical discovery. This award was made on the simple and affecting narrative of the intrepid traveller alone. He had travelled up a river 500 miles northward of the Great Slave Lake, and had there discovered land, which the Committee had no doubt to be the Continent of North America. He had found currents in this river bringing drift wood, which, from its easy ignition, proved to have been recently removed from the land, and corresponding exactly with the wood forced on the shores of the Mackenzie River. The sufferings of Capt. Back and his gallant companions exceeded almost the possibility of credence. They had been on one occasion within twenty-four hours of death by starvation, and sustained animation alone by devouring their own shoes. These dreadful privations had not, however, damped the generous ardour of Capt. Back, who within the last few days had authorised him (Sir John Barrow) to offer his gratuitous services to rescue his 600 fellow-countrymen from the perilous situation on the shores of Greenland, where they were frozen in from the early approach of winter. In this, however, he had been anticipated by a previous offer to the Admiralty of Capt. James Ross, whose gallantry and intrepidity could only be exceeded by his humanity and generosity. The prize to Capt. Back will be publicly presented to him at the next meeting of the Society on the 11th January.

The President has again been successful in a trial with a vessel of Captain Symonds's build, with which formidable class of sailers she has on other occasions entered the lists with results which we have detailed. On the 5th of November the flag-ship sailed from Halifax in company with the *Serpent*, with the wind a little abaft the beam, and ran her out of sight in 12 hours; the President reached Bermuda in 98 hours, the *Serpent* in nine days. On comparing the respective logs, it appeared that the former was sometimes going two or three knots faster than the latter with the same breeze. The President had a heavy gale of wind in the Gulf of St. Lawrence, under close-reefed topsails and reefed foresail, and beat up to an anchorage 25 miles, in the wind's eye, in something less than nine hours. This fine man-of-war challenges a match with the redoubtable *Vernon* and *Pique*. The *Racer* comes home from Bermuda for repairs, and the *Vestal* follows immediately by orders from the Admiralty. The *Rainbow* was expected every hour from Jamaica (our accounts are of the 28th of November), and the *Cruizer* was in sight from Halifax. The *Thunder*, surveying ship, was undergoing repairs, and the *Serpent* sailed the previous week for Nassau and the Havannah. On the arrival of the *Rainbow* the President was to proceed to the West Indies.

We recently described the loss of the convict ship *George III.*; and its consequences. * We have to add the melancholy fate of the *Neva*, conveying female convicts, with nearly similar results. That ship has been totally wrecked on a reef at the north point of King's Island, at

the entrance of Bass's Straits, and between 200 and 300 persons have perished. . As in the case of the *George III.*, the report of the Committee held at Launceston to inquire into the causes of this catastrophe exonerates the parties in charge from blame, and reports favourably of the fitness and finding of the vessel. The Committee attribute the loss of the ship to the power of the tide in the first instance, to the reef being improperly laid down, or to an *erroneous opinion formed by the master and crew of their distance from the land*, when the ship was hauled to the wind; or more probably the concurrent influence of several minute errors, which, united, have caused the dreadful catastrophe. Premising that the reef was well known, and that the *Neva* was duly found in the means of accurate observation, we are inclined to ascribe the fault to her managers rather than to the ship, and are of opinion that in the great majority of cases similar results originate in a similar cause—a defect in our merchant-service imperiously demanding an early remedy. With regard to the description of vessels usually taken up for the convict service, it is in our power to bear personal testimony to their general superiority, the duty of inspecting the military guards embarked in charge of the convicts having for some years devolved upon us. Generally speaking they were remarkably fine vessels, with accommodation for the convicts which put to shame our former experience on board the wretched colliers in which His Majesty's troops, "cribb'd, cabin'd, and confined," were wont to be *transported* to the shores of the Peninsula or other lands, to fight for Old England. We can also attest the attention of the successive agents of transports at Deptford, Lieuts. Seymour and Bayley, to the state and equipment of these vessels. The following communication from a most competent quarter, upon the subject of our present comments, speaks authoritatively on the particular question of the sea-worthiness of the *Neva*, and coincides with our views both as to the general deficiency of the masters of merchant ships as navigators, and in the remedy proposed. The huddled condition of the guard on board the *Surrey*, alluded to in the following letter, calls for the notice of the military authorities:—

In treating of the melancholy wrecks of the *George the Third* and *Neva* convict ships, much stress has been laid, and many injudicious, I may add unjust, remarks made upon the owners, from the mere circumstance of both vessels having been of a certain age. Now, I cannot but consider that this is arguing on false premises, inasmuch as these unfortunate ships, it is well known, had undergone large and expensive repairs, almost amounting to rebuilding; and that they were in a perfectly efficient state to perform the voyage upon which they were engaged. That such was their state the owners are most anxious and will be ready to prove before any tribunal that may be appointed to investigate the circumstances of their loss.

Had the vessels in question foundered in an open sea, some grounds might have existed for the strong animadversions that have appeared, and for calling into question their soundness; but the result to ships of one year old or twenty years, running upon a ridge of rocks, with a heavy sea, and under a press of canvass, will be much the same in both cases.

It does appear to me that the persons who have been most prominent in their remarks would have done themselves more credit, and the public a larger benefit, had they, instead of throwing all the onus on the vessels, considered and inquired a little further into the general character and qualities of persons who are too frequently appointed to command, and intrusted with the responsible charge of lives and property. Without the slightest idea of conveying blame in the two cases under consideration,

being wholly ignorant of the circumstances under which they took place, I do assert (and the fact is notorious) that in many instances of wrecks—I fear in a large proportion—blame does not so much attach to the quality of the ship as it does to the ignorant and incompetent persons who are too frequently appointed to the command. With some owners it is not so much a question who is the most trustworthy and deserving, but who will conduct the ship at the lowest scale of remuneration.

It has long been considered singular, in a country like our own, possessing such an enormous mercantile marine, that some plan has not been devised for establishing a board, before whom all captains and officers of a certain grade should be compelled to appear and undergo a rigid examination, both as to competency and character, and without a certificate from which, no ship should be cleared for sea. I believe some such plan has long existed in France with manifest advantage; and if something of this nature was determined upon, the circumstances which we have now so constantly to deplore would be of rare occurrence, and the lives of our valuable seamen (losing sight of property) would not as now be intrusted to men, very often of brutal habits, and totally disqualified by want of education for such important trusts. Besides, the establishment of such a board would have another beneficial result;—it would raise the respectability of our mercantile marine, and induce many to enter the profession, who, from existing defects, are now deterred from so doing. This is the more to be desired, now that that splendid service, the East India, has ceased to exist, and when the opening in our Navy is of so limited an extent.

Some strong remarks have been made relative to the ship *Surrey* in the *Morning Herald*. This vessel is of 460 tons; her age, twenty-four years. She is now on her fourth voyage with convicts. If any thing can prove more than another the strength and good condition of this vessel, it is to be found in the circumstance of her having been driven from her anchors a month since on a reef of rocks in the Downs, during a tremendous gale, and having come off with trifling damage. She was docked since, in his Majesty's Yard at Portsmouth, and found perfect in constitution, and without the slightest decay or any appearance of it.

If blame attaches to Government, it is not in the mode of taking up vessels, which is by public tender, but to the shamefully crowded state in which they are sent to sea. The accommodation for the troops is inferior in point of room to that of the convicts. The *Surrey*, this last voyage, had on board 360 souls, affording little more space than a ton to each, besides an immense quantity of stores, &c. This is an evil that ought to be remedied.

I am, Mr. Editor, your obedient Servant,

A LONDON MERCHANT.

The communications addressed to us on the subject of the projected Hospital for Merchant Seamen are too voluminous for insertion, but the design has our best wishes, and is entitled to our strenuous advocacy. A meeting for promoting this object was recently held in the City, and was attended by many leading merchants and others interested in this Service, as well as by a number of "masters, mates, and seamen," for whom, when "aged, disabled, and decayed," the establishment is designed. Sir John Franklin, the benevolent promoter of every plan for the benefit of his seafaring brethren, in whatever capacity, was present for the purpose of showing the meeting "how warmly a naval officer could sympathize with the commercial marine, and of testifying from his own knowledge, how general that feeling was in the profession to which he had the honour to belong."

The unthrifty and improvident habits of the merchant seaman peculiarly expose him to destitution in old age or disability, while the King's sailor is more or less provided for, according to his service and

suffering, by the bounty and gratitude of his country. The intention of the late meeting was to take the sense of an assembly of the parties interested as to the expediency of providing against the evils alluded to by the establishment of an Asylum for Merchant Seamen; and it was distinctly stated, with an independence of feeling highly commendable, that, although they must of necessity depend upon a national grant or voluntary contributions for the building and land required for the purpose, the Institution should be *maintained* by themselves. The principle of the proposition for founding an Hospital was adopted, and some discussion took place as to the amount and mode of contribution by the masters, mates, and seamen, in due proportions, to its funds; but it was deemed better that such details should be postponed, and that, when the general sense of the large body composing the masters and mates had been taken upon them, the plan should be submitted to Parliament, there to be matured and sanctioned by law. It was stated by Captain Barber that the shipowners would purchase the land and build the Hospital.

It is a remarkable fact, that the Duke of Wellington closed his career—technically speaking—before Marlborough commenced his. Wellington gained the battle of Waterloo at the age of forty-six.

To the records of individual gallantry with which we seek opportunities of gracing our pages, we have great pleasure in adding the name of Lieut. Hanmer Bunbury, of the *Thunderer*. That vessel was under close-reefed topsails, in a stiff gale, and the night setting in, when a sailor was pitched off the yard-arm into the water, striking the ship's side as he fell. Young Bunbury, who lost his right arm at Navarino, was on deck, and seeing the man fall, ran down into the gun-room, meaning to throw an arm-chair out of the window to the sailor, when he should come up astern. He knew him to be a good swimmer, and thought the chair would serve all purposes; but when he saw the man rise and splash about in a confused manner, he guessed at once that the blow had stunned him, and immediately, and in cool blood, jumped in himself with the chair. When he rose he hooked the chair on the stump of his arm, and catching the seaman with his left hand, there held him, while many heavy seas broke over them, till at length, one sea still heavier dashed them asunder; but by that time the man had recovered his senses, and struck out, till the boats came, and both were picked up. Lieutenant Bunbury is of a slight frame, and now but twenty-one years old.

The expedition from Algiers against the Emir Abd-el-Kader, and his undisciplined Arabs has been, of course, successful. Marshal Clausel, accompanied by the Duke of Orleans, marched to Mascara, forcing the passes, described as extremely difficult and well defended, and inflicting an estimated loss of 800 on the enemy, with but a comparatively trifling expenditure of life or limb on the side of the victors. What did they then? Like the King of France, celebrated in the couplet, they "marched back again," bringing away the Jews on their croups, and burning the luckless mud-walled capital of the Emir. Our good neighbours require every now and then a little *coup* of this kind to feed their martial vanity—Antwerp or Mascara, 'tis all the same. The present affair was truly French, both in its *fort* and its *foible*. The officers and

troops exhibited their customary gallantry and enthusiasm, overcoming very serious difficulties created by the heavy rains, the nature of the country, and the want of provisions, the troops having been for the last two days of their retrograde movement to Algiers, without meat or bread, so ill was the commissariat managed. Still the presence and gallant bearing of the Prince Royal had its customary effect upon the French soldiers, who, under such circumstances, know how to acquit themselves handsomely in the field. The Duke of Orleans and Marshal Clausel having advanced somewhat imprudently, considering the experience of the latter, to *reconnoitre*, without due support, would have got into a serious scrape, but for the spirited dash by which they prevented their numerous opponents from seeing their advantage. In this *melée* the Duke of Orleans, who behaved with intrepidity, and is confessedly a fine fellow, was struck on the leg by a ball, which *ricochéd* from an adjoining wall, the enemy being close upon them. General Oudinot was wounded at the same time.

A quoi bon this affair? The Arabs are probably by this time again under the walls of Algiers, picking off the sentries posted outside. This conquest is only a thorn in the side of France—and so think all sensible Frenchmen—but the vanity of the majority is tickled by the possession.

COURTS-MARTIAL.

At a General Court-martial held at Poonah, Bombay Presidency, Lieut.-Colonel A. H. Dickson, 40th regiment, was arraigned upon the undermentioned charges, preferred against him by Lieut.-Colonel Valiant of the same regiment.

1st. In having, at Colaba, on or about the 29th of March, 1834, on no sufficient grounds, caused the long hair of a girl, Mary Walsh, to be cut off, and the said girl, with her sister Catherine, from that day to be confined to the lines of the regiment for six months.

2ndly. In having, at Colaba, on the 17th of April, 1834, caused two girls, named Mary Walsh and Anne Smith, to be flogged in his presence in the orderly-room by the schoolmaster with a horsewhip, and in having some days afterwards confined the said girls in a dark room at his, Lieut.-Colonel Dickson's, quarter.

3rdly. In having at the same place, 22nd May, 1834, caused a girl, Sarah Maitland, to be punished by receiving two dozen strokes with a cane on her hands, and again on the following day having her flogged in his presence by the schoolmaster on the bare posteriors severely with a leather strap, and in having afterwards further punished the said Sarah Maitland, by parading her in the lines of the regiment with a placard on her back, on which the word "liar" was written in large characters, and by confining her to the lines from the 23rd of May until the 17th of Nov. 1834.

4thly. In having, at the same place, between the 1st of January and the 16th of November, 1834, on no sufficient grounds, and contrary to the regulations of the service, ordered to be stopped from the undermentioned women and children of H.M.'s 40th the following sums, as fines for alleged misconduct:—

Mrs. Violette, for Jan., 1834	.	.	.	.	.	5	rs.
— Boland, Feb.	.	.	.	.	.	5	
— Boyde, ditto	.	.	.	.	.	5	
— Cor	.	.	.	.	.	5	
— Maitland, May, June, July, to 26th Aug.	.	.	.	.	.	19	3 1
— Hynes, May, June, July, Aug., Sept., Oct.	.	.	.	.	.	30	
— Cummings, August	.	.	.	.	.	5	
Mary Walsh	.	.	.	.	.	2	
Anne Smith	.	.	.	.	.	2	
Teresa Hynes	.	.	.	.	.	12	
Thomas Hynes	.	.	.	.	.	12	
Mrs. Walsh	.	.	.	.	.	1	

Such conduct being contrary to the Articles of War, and of a tendency to produce discontent and dissatisfaction among the men of the regiment.

(Signed)

T. VALIANT.

Additional Charges.—1st. For highly unofficer-like conduct in having, at Bombay, between the 1st of June and 15th November, acted contrary to the standing orders and regulations of H. M. 40th, by having irregularly introduced a system of corporal punishment into the girls' school of the said regiment on his own authority, and without having previously obtained the consent of the senior Lieut.-Colonel of the regiment, although he was then present at Bombay.

2ndly. For highly degrading and dishonourable conduct, unbecoming the character of an officer and a gentleman, in the following instances:—

1st. In having transmitted to the Military Secretary to his Excellency the Commander-in-Chief a letter dated 9th December, 1834, and certain charges preferred by him against me, his immediate commanding officer, dated 11th December, containing false, calumnious, and malicious assertions, highly injurious to my character and that of my son, Lieut. T. J. Valiant of H.M. 40th.

2ndly. In having wilfully and knowingly given false testimony on oath before a General Court-martial, holden at Bombay, on the 19th of January, 1835, and continued by adjournment until the 12th of February, 1835, by deposing on the third day's trial that I had entered a Court of Inquiry, held at Colaba by my orders, on the 18th of November, 1834, while it was closed in secret deliberation, and that I remained there, apparently addressing the President or some of the members, until it was re-opened; whereas the said Court of Inquiry was open, and attended by several officers when I entered it, and I never was at any time within the said Court while it was closed and in secret deliberation.

(Signed) T. VALIANT, Senior Lt.-Col. H.M. 40th.

The Court having maturely weighed and considered all that had been brought forward on the prosecution, together with what had been adduced in the defence, came to the following opinion:—

On the 1st inst. of the 1st Charge, the Court is of opinion that the prisoner, Lt.-Col. A. H. Dickson, of H.M. 40th, is guilty of irregular, but not of highly irregular and oppressive conduct as Commanding Officer of H.M. 40th.

2nd inst., 1st Charge.—The Court is of opinion that the prisoner, Lieut.-Col. A. H. Dickson, did cause two girls, named Mary Walsh and Anne Smith, to be punished with a horsewhip in the orderly-room of H.M. 40th, and also to be confined in darkened rooms at his quarters, which conduct they consider to be irregular, but not highly irregular and oppressive, as stated in the charge.

3rd inst., 1st Charge.—The Court acquits the prisoner of causing a girl named Sarah Maitland to be punished by receiving two dozen lashes with a cane on her hand; but although it does not consider the punishment inflicted on the following day to have been one of unusual severity, it deems the conduct of Lieut.-Col. A. H. Dickson on the whole, as relating to the latter part of this instance of the charge, to have been irregular and oppressive.

4th inst., 1st Charge.—The Court acquits the prisoner, Lieut.-Col. A. H. Dickson, of all culpability in the several stoppages therein enumerated, with the exception of that from Mrs. Walsh of r. 1., which appears to have been on insufficient grounds, and is therefore irregular.

In the above acquittal, the Court includes the case of Hynes and her two children, from whom 54 rupees were stopped, and afterwards repaid, no evidence having been brought before it as to the sufficiency or insufficiency of the grounds on which this stoppage was made.

1st Additional Charge.—The Court is of opinion that the prisoner is not guilty, and does therefore acquit him.

1st inst., 2nd Additional Charge.—The Court is of opinion that the prisoner is guilty of the same.

2nd inst., 2nd Additional Charge.—The Court is of opinion that the prisoner is guilty of the same.

The Court having found the prisoner guilty to the extent above specified, of the charges preferred against him, in breach of the articles of war in such cases made and provided, does therefore adjudge him, the said Lieut.-Col. A. H. Dickson, to be dismissed H.M. service.

(Signed)

Madras, 4th June, 1835.

R. W. O'CALLAGHAN,

Lt.-Gen. Com. H.M.F. in India.

The foregoing order is to be entered in the General Order Book, and to be read at the head of every regiment in H.M.S. in India.

STATIONS OF THE BRITISH ARMY ON 1st JAN., 1836.

[Where two places are mentioned, the last-named is that at which the Depôts of the Regts. are stationed.]

- 1st Life Guards—Regent's Park.
 2d do.—Hyde Park.
 Royal Horse Guards—Windsor.
 1st Dragoon Guards—Birmingham.
 2d do.—Dublin.
 3d do.—Longford.
 4th do.—Brighton.
 5th do.—Edinburgh.
 6th do.—York.
 7th do.—Dublin.
 1st Dragoons—Newbridge.
 2d do.—Leeds.
 3d do.—Cork.
 4th do.—Bombay.
 6th do.—Ipswich.
 7th Hussars—Nottingham.
 8th do.—Hounslow.
 9th Lancers—Coventry.
 10th Hussars—Glasgow.
 11th Light Dragoons—Bengal.
 12th Lancers—Dorchester.
 13th Light Dragoons—Madras.
 14th do.—Longford.
 15th Hussars—Cahir.
 16th Lancers—Bengal.
 17th do.—Manchester.
 Grenadier Guards [1st batt.]—Dublin.
 Do. [2d battalion]—The Tower.
 Do. [3d battalion]—Knightsbridge.
 Coldstream Guards [1st batt.]—Wellington B.
 Do. [2d battalion]—Brighton and Windsor.
 Sc. Fusil. Guards [1st batt.]—Portman B.
 Do. [2d battalion]—St. George's B.
 1st Foot [1st batt.]—W. Indies, ord. hom; Cas.
 Do. [2d battalion]—Enniskillen. [Ilebar.
 2d do.—Bombay; Chatham.
 3d do.—Bengal; Chatham.
 4th do.—New South Wales; Chatham.
 5th do.—Malta; Dover.
 6th do.—Bombay; Chatham.
 7th do.—Malta; Gosport.
 8th do.—Jamaica; Buttevant.
 9th do.—Mauritius, ord. to Bengal; Chatham.
 10th do.—Ionian Isles; Brecon.
 11th do.—Ionian Isles; Waterford.
 12th do.—Dublin.
 13th do.—Bengal; Chatham.
 14th do.—Cork, for West Indies; Dublin.
 15th do.—Canada; Armagh.
 16th do.—Bengal; Chatham.
 17th do.—N.S. Wales; Chatham.
 18th do.—Birr.
 19th do.—West Indies; Stockport.
 20th do.—Bombay; Chatham.
 21st do.—Van Diemen's Land; Chatham.
 22d do.—Jamaica; Hull.
 23d do.—Manchester.
 24th do.—Canada; Cork.
 25th do.—W. Indies, ord. home; Newbridge.
 26th do.—Bengal; Chatham.
 27th do.—Cape of G. Hope; Nenagh.
 28th do.—N.S. Wales; Chatham.
 29th do.—Mauritius; Tralee.
 30th do.—Bermuda; Limerick.
 31st do.—Bengal; Chatham.
 32d do.—Canada; Plymouth.
 33d do.—Newry.
 34th do.—America.
 35th do.—Fermoy.
 36th do.—W. Indies; Plymouth.
 37th do.—Jamaica; Plymouth.
 38th do.—Bengal; Chatham.
 39th Foot—Madras; Chatham.
 40th do.—Bombay; Chatham.
 41st do.—Madras; Chatham.
 42d do.—Ionian Isles; Fort George.
 43d do.—America; Clonmel.
 44th do.—Bengal; Chatham.
 45th do.—Madras; Chatham.
 46th do.—Belfast.
 47th do.—Gibraltar; Castlebar.
 48th do.—Weedon.
 49th do.—Bengal; Chatham.
 50th do.—New South Wales; Chatham.
 51st do.—Dublin.
 52d do.—Athlone.
 53d do.—Malta; Fermoy.
 54th do.—Madras; Chatham.
 55th do.—Madras; Chatham.
 56th do.—Jamaica; Sunderland.
 57th do.—Madras; Chatham.
 58th do.—Ceylon; Plymouth.
 59th do.—Gibraltar; Portsmouth.
 60th do. [1st batt.]—Malta; Newcastle.
 Do. [2d batt.]—Cork, ord. Gb.; Clare Castle.
 61st do.—Ceylon; Gosport.
 62d do.—Madras; Chatham.
 63d do.—Madras; Chatham.
 64th do.—Jamaica; Stirling.
 65th do.—W. Indies; Chatham.
 66th do.—Canada; Plymouth.
 67th do.—W. Indies; Fermoy.
 68th do.—Gibraltar; Portsmouth.
 69th do.—W. Indies; Sheerness.
 70th do.—Gibraltar; Portsmouth.
 71st do.—Edinburgh.
 72d do.—Cape of Good Hope; Londonderry.
 73d do.—Ionian Isles; Naas.
 74th do.—West Indies; Omagh.
 75th do.—Cape of Good Hope; Buttevant.
 76th do.—W. Indies; Paisley.
 77th do.—Liverpool.
 78th do.—Ceylon; Galway.
 79th do.—Canada; Aberdeen.
 80th do.—Chatham, ord. for N. S. Wales.
 81st do.—Kilkenny.
 82d do.—Mullingar.
 83d do.—America; Boyle.
 84th do.—Jamaica; Youghall.
 85th do.—Dublin.
 86th do.—W. Indies; Cashel.
 87th do.—Mauritius; Chatham.
 88th do.—Ionian Isles; Kinale.
 89th do.—West Indies; Drogheda.
 90th do.—Plym., under ord. for Ceylon; Cork.
 91st do.—St. Helena; Newbridge.
 92d do.—Gibraltar, ord. for Malta; Perth.
 93d do.—Dublin.
 94th do.—Limerick.
 95th do.—Templemore.
 96th do.—Edinburgh.
 97th do.—Ceylon, ord. home; Portsmouth.
 98th do.—C. of G. H.; Devonport; Ord. Home.
 99th do.—Mauritius; Gosport.
 Rifle Brig. [1st batt.]—America; Jersey.
 Do. [2d battalion]—Ionian Isles; Guernsey.
 Royal Staff Corps—Hythe.
 1st West India Regiment—Trinidad, &c.
 2d do.—New Providence and Honduras.
 Ceylon Rifle Regiment—Ceylon.
 Cape Mounted Riflemen—Cape of Good Hope.
 Royal African Colonial Corps—Sierra Leone.
 Royal Newfd. Veteran Comp.—Newfd.
 Royal Malta Fencibles—Malta.

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STATIONS OF THE ROYAL NAVY IN COMMISSION 1ST JAN., 1836.

- Actæon**, 26, Capt. Lord Edward Russell, South America.
Ætna, sur. v. 6, Capt. A. T. E. Vidal, Coast of Africa.
African, st. v. Lieut. J. West, Mediterranean.
Alban, st. v. Lieut. C. T. Hill, Mediterranean.
Algernine, 10, Lieut. W. S. Thomas, East Indies.
Andromache, 28, Capt. H. D. Chads, C.B. East Indies.
Astræa, 6, Capt. J. Clavell, Falmouth.
Baham, 50, Capt. A. L. Corry, Mediterranean.
Basilisk, 6, ketch, Lieut. G. G. MacDonald, S. Amer.
Beacon, 8, sur. v. Com. R. Copeland, Mediter.
Beagle, 10, Com. R. Fitzroy, South America.
Belvidera, 42, Capt. C. B. Strong, West Indies.
Bermuda, yacht, Capt. Sup. Sir T. Usher, Kt. C.B. K.C.H. Bermuda.
Blonde, 46, Capt. F. Mason, C.B. South America.
Britannia, 120, Adm. Sir Thos. Williams, G.C.B.; Capt. E. R. Williams, Portsmouth.
Britomart, 10, Lieut. W. H. Quin, Coast of Africa.
Buzzard, 10, Lieut. ———, Coast of Africa.
Caledonia, 120, Vice-Admiral Sir Josias Rowley, Kt. C.C.B.; Capt. G. B. Martin, G. B., Mediter.
Camelion, 10, Lieut. J. Bradley, Falmouth.
Canopus, 84, Capt. Hon. J. Percy, C.B. Mediter.
Castor, 36, Capt. Rt. Hon. Lord J. Hay, particular service.
Ceylon, 2, Lieut. J. G. M'Kenzie, rec. ship, Malta.
Champion, 18, Com. R. Fair, K.H., S. America.
Charybdis, 3, Lieut. S. Mercer, Coast of Africa.
Chatham, yacht, Capt. Sup. Sir J. A. Gordon, K.C.B. Chatham.
Childers, 16, Com. Hon. H. Keppel, Mediter.
Cleopatra, 26, Capt. Hon. G. Grey, S. America.
Clio, 16, Com. W. Richardson, Mediterranean.
Cockatrice, 6, Lieut. W. L. Rees, S. America.
Cockburn, 1, Lieut. C. Holbrook, Kingston, Lake Ontario.
Columnine, 18, Com. T. Henderson, Mediter.
Comus, 18, Com. W. P. Hamilton, W. Indies.
Confiance, st. v. 2, Lieut. J. M. Waugh, Mediterranean.
Cove, Capt. J. C. Ross, particular service.
Cruizer, 15, Com. W. A. Willis, W. Indies.
Curlew, 10, Lieut. E. Norcott, Coast of Africa.
Dee, st. v. 4, Com. W. Ramsay, W. Indies.
Delight, 10, Lieut. J. Moore (b), Chatham.
Dublin, 50, Rear-Adm. Sir G. E. Hamond, Bart., K.C.B.; Capt. G. W. Willes, C.B. S. America.
Edinburgh, 74, Capt. J. R. Davies, Mediter.
Endymion, 50, Capt. Sir S. Roberts, Kt. C.B. Mediterranean.
Espoir, 10, Lieut. C. W. Riley, Falmouth.
Excellent, 76, Capt. T. Hastings, Portsmouth.
Fair Rosamond, sch. Lieut. G. Rose, Coast of Africa.
Favourite, 18, Com. G. R. Mundy, Mediterranean.
Firefly, st. v. Lieut. T. Ballock, Falmouth.
Flamer, st. v. Lieut. J. M. Polbury, W. Indies.
Forester, 3, Lieut. G. G. Miell, Coast of Africa.
Fort, 44, Capt. W. O. Pell, West Indies.
Gannet, 16, Com. J. B. Maxwell, West Indies.
Griffin, 3, Lieut. J. E. Parily, coast of Africa.
Harrier, 18, Com. W. H. H. Carew, S. America.
Hastings, 74, Rear-Admiral Sir W. H. Gage, G. C. H., Capt. H. Shiffner, Lisbon.
Hermes, st. v. Lieut. W. S. Blount, Woolwich.
Hornet, 6, Lieut. F. R. Coghlan, South America.
Howe, 120, Vice-Adm. Hon. C. E. Fleeming, Capt. A. Ellice, Sheerness.
Hyacinth, 18, Com. F. P. Blackwood, E. Indies.
Jaseur, 16, Com. J. Hackett, Mediterranean.
Jupiter, 38, Capt. Hon. F. W. Grey, E. Indies.
Lark, 4, sur. v. Lieut. K. Barnett, W. Indies.
Larne, 18, Com. W. S. Smith, West Indies.
Leveret, 10, Lieut. C. Bosanquet, Plymouth.
Lynx, 3, Lieut. H. V. Huntley, Coast of Africa.
Magicienne, 24, Capt. G. W. St. John Mildmay, Lisbon.
Magnificent, 4, Lieut. J. Paget, Jamaica.
Malabar, 74, Capt. Sir W. A. Montagu, C.B. K.C.H., Mediterranean.
Maxtiff, 6, sur. v. Lieut. T. Graves, Mediterranean.
Medea, st. v. Com. H. T. Austin, Mediter.
Meteor, st. v. Lieut. G. W. Smith, W. Indies.
Nautilus, 10, Lieut. W. Crooke, Lisbon.
Nimrod, 20, Com. J. Fraser, W. Indies.
North Star, 28, Capt. O. V. Harsourt, S. America.
Orestes, 18, Com. H. J. Codrington, Mediter.
Peart, 20, Com. H. Nurse, particular service.
Pelican, 16, Com. B. Popham, Coast of Africa.
Phoenix, st. v. Com. W. H. Henderson, Lisbon.
Pickle, 5, Lieut. A. G. Bulman, W. Indies.
Pike, 12, Lieut. Com. A. Brooking, W. Indies.
Pluto, st. v. Lieut. J. Duffin, particular service.
Plymouth, yacht, Capt. Sup. C. B. H. Ross, C.B. Plymouth.
Portland, 52, Capt. D. Price, Mediterranean.
Portsmouth, yacht, Adm. Sup. Sir F. L. Maitland, K.C.B. Lieut. W. M'Ilwaine, Portsmouth.
President, 52, Vice-Adm. Sir Geo. Cockburn, G.C.B.; Capt. Jas. Scott, N. American and W. India Station.
Prince Regent, yacht, Capt. G. Tobin, C. B., Deptford.
Pylades, 18, Com. W. L. Castles, Coast of Africa.
Quail, 4, Lieut. P. Bissop, Plymouth.
Racehorse, 18, Com. Sir J. E. Home, Bt. West Indies.
Racer, 16, Com. J. Hope, Sheerness.
Rainbow, 28, Capt. T. Bennett, West Indies.
Raleigh, 16, Com. M. Quin, East Indies.
Rapid, 10, Lieut. F. Patten, S. America.
Rattlesnake, 28, Capt. W. Hobson, E. Indies.
Raven, sur. v. 4, Lieut. G. A. Bedford, C. of Africa.
Revenge, 78, Capt. W. Elliott, C.B. K.C.H., Mediterranean.
Ringdove, 16, Com. W. F. Lapidge, Lisbon.
Rodney, 92, Capt. Hyde Parker, Mediter.
Rolla, 10, Lieut. F. H. H. Glasse, Coast of Africa.
Rose, 18, Com. W. Barrow, East Indies.
Rover, 18, Com. Chas. Eden, South America.
Royal Adelaide, 104, Adm. Sir W. Hargood, G.C.B. G.C.H.; Capt. G. T. Falcon, Plymouth.
Royal George, yacht, Capt. Rt. Hon. Lord A. Fitzclarence, G.C.H. Portsmouth.
Royal Sovereign, yacht, Capt. Sup. Sir C. Bullen, C.B. K.C.H., Pembroke.
Royalist, 10, Lieut. C. A. Barlow, Plymouth.
Russell, 74, Capt. Sir W. H. Dillon, K.C.H., Lisbon.
Sapphire, 28, Capt. R. F. Rowley, Mediterran.
Saracen, 10, Lieut. T. P. Le Hardy, Lisbon.
Satellite, 18, Com. R. Smart, K.H., S. America.
Savage, 10, Lieut. R. Loney, Lisbon.
Scout, 15, Com. R. Craigie, Sheerness.
Scorpion, 10, Lieut. N. Robilliard, Falmouth.
Scylla, 16, Com. E. J. Carpenter, West Indies.
Seaflower, 4, Lieut. J. Roche, Portsmouth.
Serpent, 16, Com. E. Nepean, West Indies.
Skipjack, 5, Lieut. S. H. Ussher, sailing, West Indies.
Snake, 16, Com. R. L. Warren, W. Indies.
Sparrowhawk, 16, Com. C. Pearson, S. America.
Speedy, 8, Lieut. J. Douglas, Sheerness.
Spider, 6, Lieut. J. O'Reilly (a) Chatham.
Spitfire, st. v. 6, Lieut. A. Kennedy, Woolwich.
Stirling, sur. v. Lieut. H. Kellett, S. America.
Sulphur, sur. v. Capt. T. W. Beechey, S. America.
Talbot, 28, Capt. F. W. Pennell, S. America.
Tartarus, st. v. Lieut. H. James, Woolwich.
Thalin, 46, Rear-Admiral P. Campbell, C.B.; Capt. K. Wauchoppe, Cape of Good Hope and Coast of Africa.
Thunder, sur. v. Com. R. Owen, West Indies.

Thunderer, 84, Capt. W. F. Wise, C.B. Mediter.
 Tribune, 24, Capt. J. Tomkinson, Mediter.
 Trinculo, 16, Com. II. J. Puget, acting, Coast of Africa.
 Tweed, 20, Com. T. Maitland, Lisbon.
 Tyne, 28, Capt. Vise. Ingestrie, C.B., Mediter.
 Vernon, 50, Capt. J. M'Kerlie, Medit.
 Vestal, 26, Capt. W. Jones, West Indies.
 Victor, 16, Com. R. Crozier, East Indies.
 Viper, 6, Lieut. L. A. Robinson, Lisbon.
 Volage, 28, Capt. P. Richards, Mediter.
 Waudeter, 16, Com. T. Dilke, part. service.
 Wasp, 16, Com. J. S. Foreman, West Indies.

Water Witch, 10, Lieut. J. Adams (b), part. service.
 William and Mary, yacht, Capt. Sir S. Warren.
 C.B. K.C.H. Woolwich.
 Winchester, 52, Rear-Admiral the Hon. Sir T. B. Capel, K.C.B., Captain E. Sparshott, K. H., East Indies.
 Wolf, 18, Com. E. Stanley, East Indies.
 Zebra, 16, Com. R. C. M'Crea, East Indies.
 PAID OUT OF COMMISSION.
 Carron, st. v. Woolwich.
 Fairy, sur. v. 10, Woolwich.
 Investigator, sur. v. Woolwich.
 Stag, 46, Plymouth.

SLOOPS OF WAR COMMISSIONED AS PACKETS.

Briefs, Lieut. John Downey.
 Eclipse, Lieut. W. Forrester.
 Goldfinch, Lieut. Edw. Collier.
 Lapwing, Lieut. G. B. Forster.
 Linnet, Lieut. W. Downey.
 Lyra, Lieut. Jas. St. John.
 Mutiné, Lieut. Richard Pawle.
 Nightingale, Lieut. G. Fortescue.
 Opossum, Lieut. Robt. Peter.
 Pandora, Lieut. W. P. Croke.
 Pigeon, Lieut. J. Harvey.

Plover, Lieut. William Luce.
 Ranger, Lieut. J. H. Turner.
 Reindeer, Lieut. H. P. Dicken.
 Renard, Lieut. Geo. Dunsford.
 Seagull, Lieut. J. Parsons.
 Sheldrake, Lieut. A. R. L. Passingham.
 Skylark, Lieut. C. P. Ladd.
 Spey, Lieut. Rob. B. James.
 Star, Lieut. J. Binney.
 Swallow, Lieut. Smyth Griffith.
 Tyrian, Lieut. Ed. Jennings.

PROMOTIONS AND APPOINTMENTS.

NAVY.

PROMOTIONS.

TO BE CAPTAINS.

Peter McQuhae.
 James Burney.

TO BE COMMANDERS.

W. A. Willis.
 John Grant.
 The Hon. B. C. F. P. Cary.

TO BE LIEUTENANTS.

G. A. Seymour.
 Jacob Sankey.
 J. C. Prevost.
 H. S. Hunt.
 Erasmus Ommauey.
 G. C. Stovin.

APPOINTMENTS.

CAPTAIN.

J. C. Ross Cove.

COMMANDERS.

E. H. Scott Rodney
 R. Craigne Scout.
 W. A. Willis (act.) Cruiser.

LIEUTENANTS.

A. W. Jenningham Excellent.
 J. R. E. Ingledue Ditto.
 C. O. Hayes (sup.) Hastings.
 J. M. Mottley Tweed.

G. Vincent (sup.) President.
 N. H. Pipon (do.) Ditto.
 E. G. Fishbourne (do.) Thalia.
 H. Coryton (do.) Ditto.
 J. T. Caldwell Rodney.
 G. Ramsay Ditto.
 J. Douglas Speedy Packet.
 G. A. Belford Raven.
 C. G. Butler Coast Guard.
 T. F. Huch Scout.
 C. B. D. Acland Ditto.
 W. J. Collins Sulphur.

MASTERS.

A. W. Quinlan Sulphur.
 J. C. Giles Kndymion.
 T. Richardson (act.) Scout.

SURGEON.

J. Coulter Ætna.
 R. H. Brown Scout.
 R. W. Humphrey Cove.

ASSISTANT-SURGEONS.

E. H. Weale (sup.) Britannia.
 J. O. Goodridge Starling.
 R. R. Risk Volage.
 J. Burrow Raven.
 R. E. Mustard Speedy.
 J. Clarke Ætna.
 T. Cole Scout.

PURSERS.

B. Heather Sulphur.
 E. Rowe Scout.

ARMY.

WAR-OFFICE, Nov. 24.

2nd Regt. Life Guards.—F. E. Freke, Gent., to be Cornet and Sub-Lieut. by purch. vice Henthote, who retires.

8th Foot.—H. Hill, Gent., to be Ens. by purch. vice Bewes, app. to 65th.

24th Foot.—Capt. H. D. Townshend to be Major, without purch. vice Kelly, dec.; Lieut. D. Riey to be Capt. vice Townshend; Ensign

J. M. Mason to be Lieut. vice Riley; Serj. Major F. Haviland, from 2nd Drag. Guards, to be Ens. vice Mason.

26th Foot.—Ens. H. Edgar to be Lieut. by purch. vice Bouchier, whose promotion has not taken place; W. Betts, Gent., to be Ens. without purch. vice Edgar.

31st Foot.—Major S. Bolton to be Lieut.-Col by purch. vice Macdonald, who retires; Capt.

T. Skinner to be Major, by purch. vice Bolton; Lieut. H. L. McGhee to be Capt. by purch. vice Skinner; Ens. R. D. Chamberlaine to be Lieut. by purch. vice M'Ghee; G. Friend, Gent., to be Ensign, by purch. vice Chamberlaine.

61st Foot.—Lieut. W. Jones to be Capt. by purch. vice Lewes, who retires; Ens. G. Harkness to be Lieut. by purch. vice Jones; H. G. Hurmester, Gent., to be Ensign by purch. vice Harkness.

65th Foot.—Ens. G. C. Dickson to be Lieut. by purch. vice Ramsay, who retires; Ens. C. E. Bewes, from 8th, to be Ensign, vice Dickson.

86th Foot.—Capt. J. Dickson, from h. p. unatt. to be Capt. vice Brevet-Major G. Gibson, who exchanges, rec. diff.

93rd Foot.—Lieut. G. F. Aylmer to be Capt. by purch. vice Lunt, who retires; Ens. W. B. Ainslie to be Lieut. by purch. vice Aylmer; C. H. Gordon, Gent., to be Ens. by purch. vice Ainslie.

Brevet.—Capt. S. Dowbiggin, 52nd Foot, to be Major in the Army.

Memorandum.—The half-pay of the under-mentioned officers have been cancelled from the 24th inst., inclusive, they having accepted a commuted allowance.—Lieut. C. T. Hall, h.p. 33th Foot; Lieut. W. Tyles, h.p. 2nd Garrison Battalion.

WAR-OFFICE, Nov. 27.

10th Light Dragoons.—Assist.-Surg. W. Stewart, from 74th Foot, to be Assist.-Surg. vice Goodwin, appointed to the 1st Life Guards.

3rd Foot.—Ens. E. M. Clarke, to be Lieut. without purch. vice Lonsdale, dec.; Ens. D. F. Longworth, from 33rd, to be Lieut. by purch. vice Dalton, who retires; Gent. Cadet Octavian H. S. St. G. Anson, from the R.M.C. to be Ens. vice Clarke.

4th Foot.—Lieut. J. Hilton, from 8th, to be Lieut. vice Walseley, who exch.

8th Foot.—Lieut. C. W. Walseley, from 4th, to be Lieut. vice Hilton, who exch.

20th Foot.—Lieut. R. Barker to be Capt. without purch. vice Oakley, dec.; Ens. F. F. Janvrin to be Lieut. vice Barker; Gent. Cadet J. B. Sharpe, from the R.M.C. to be Ens. vice Janvrin.

33rd Foot.—E. A. Milman, Gent., to be Ens. by purch. vice Longworth, prom. in the 3rd.

45th Foot.—Lieut. A. G. Sidney to be Capt. without purch. vice Eman, dec.; Ens. J. Jerminham to be Lieut. vice Sidney; Lieut. G. R. Osborn, from h.p. Unatt. to be Lieut. vice Moore, dec.; Gent. Cadet F. R. Priestley, from the R.M.C. to be Ens. vice Jerminham.

50th Foot.—Staff Assist.-Surg. A. Graydon, M.D., to be Assist. Surg. vice Gulliver, whose appointment has not taken place.

53rd Foot.—Gent. Cadet W. R. Mansfield, from the R.M.C., to be Ens. without purch. vice Douglas, dec.

55th Foot.—Lieut. A. O'Leary, from 31st, to be Capt. without purch. vice Batfy, dec.

62nd Foot.—Ens. W. Gny to be Adj't. vice Gwynne, prom.

63rd Foot.—Lieut. P. P. Neville, from 26th, to be Capt. vice Wilson, dec.

65th Foot.—Ens. C. F. Bullock, to be Lieut. by purch. vice Elliot, who retires; St. Leger Barry, Gent., to be Ens. by purch. vice Bullock.

74th Foot.—Staff Assist.-Surg. J. Kirby to be Assist.-Surg. vice Stewart, appointed to 10th Light Dragoons.

Hospital Staff.—A. E. Campbell, M.D., to be Assist.-Surg. to the Forces, vice Kirby, appointed to 74th.

WAR-OFFICE, Dec. 4.

2nd Dragoon Guards.—Ens. Francis Haviland, from the 24th Foot, to be Cornet, without

purch. vice the Earl of Rosecommon, ret.; Cornet F. Haviland to be Adj't. vice Leigh, who resigns the Adjutancy only; Surg. J. Lightbody, from the 80th Foot, to be Surg. vice J. Hatley, ret. upon h.p.

8th Dragoons.—Staff Assist.-Surg. F. M'Crac, M.D., to be Assist.-Surg. vice W. Knott, ret. upon h.p.

2nd Foot.—Ens. St. George H. Stock to be Lieutenant by purch. vice Cuthbert, ret.; H. W. Stisted, Gent. to be Ens. by purch. vice Stock.

21st Foot.—Major J. C. Hope, from the Rifle Brigade, to be Lieut.-Colonel by purch. vice Leahy, ret.

24th Foot.—Ens. E. C. Moore, from the 53rd, to be Ens. vice Haviland, app. to the 2nd Dragoon Guards.

41st Foot.—Ens. F. O. Darvall to be Lieut. without purch. vice Laurie, dec.; Ens. H. Downes to be Lieut. without purch. vice Dyer, dec.; Ens. A. Carden to be Lieut. by purch. vice Darvall, whose promotion by purch. has not taken place; Ens. R. B. Holmes, from the h.p. of the 14th, to be Ens. vice Caden; Ens. H. S. Napier, from the h.p. of the 12th, to be Ens. vice Downes.

45th Foot.—Ens. R. Spring to be Lieut. by purch. vice Osborn, ret.; Serj.-Major M. Nelson, from the 2nd Drags. to be Ens. by purch. vice Spring.

52nd Foot.—Lieut. C. W. Forester, to be Capt. by purch. vice Dowbiggin, ret.; Ens. Hon. W. Arbuthnot to be Lieut. by purch. vice Forester; R. F. Lord Gifford to be Ens. by purch. vice Arbuthnot.

53rd Foot.—Gent. Cadet C. Lempiere, from the Rl. Mil. Coll. to be Ens. by purch. vice Moore, app. to the 24th.

59th Foot.—Lieut. W. H. Sampson to be Capt. without purch. vice Cowper, dec.; Lieut. R. G. Davidson, from the h.p. Unatt. to be Lieut. vice Sampson.

65th Foot.—Ens. W. P. Young to be Lieut. by purch. vice Bullock, whose promotion has not taken place.

69th Foot.—Capt. W. N. Hill to be Major by purch. vice Lord G. Bentinck, ret.; Lieut. J. D. O'Brien, from the 17th, to be Capt. by purch. vice Hill.

80th Foot.—Assist.-Surg. J. Ewing to be Surg. vice Lightbody, app. to the 2nd Drag. Guards; Staff Assist. Surg. J. Reid to be Assist.-Surg. vice Ewing.

86th Foot.—Lieut. J. B. Pearson to be Capt. by purch. vice Gibson, ret.; Ens. J. Edwards to be Lieut. by purch. vice Pearson; H. C. Cash, Gent., to be Ens. by purch. vice Edwards.

Rifle Brigade.—Capt. C. L. Bollean to be Major by purch. vice Hope, promoted in the 21st Foot; Lieut. J. Dolphin to be Capt. by purch. vice Bollean; Sec. Lieut. W. H. Frankland to be First Lieut. by purch. vice Dolphin; H. O. Bowles, Gent., to be Sec. Lieut. by purch. vice Frankland.

Hospital Staff.—To be Assist.-Surgeons to the Forces: P. Robertson, Gent. vice M'Crac, app. to the 6th Drags.; J. D. M'Deamid, Gent. vice Atkins, res.; R. K. Kynoch, Gent. vice Reid, app. to the 80th Foot.

OFFICE OF ORDINANCE, Dec. 8.

Corps of Royal Engineers.—Second Capt. P. Yule to be Capt. vice Kitson, dec.; First Lieut. C. Burt to be Second Capt. vice Yule; Second Lieut. G. H. Hutchinson to be First Lieut. vice Burt.

WAR-OFFICE, Dec. 11.

14th Light Dragoons.—Lieut. J. Griffiths to be Capt. without purch. vice Delme, dec.

17th Foot.—Ens. S. H. Lucas to be Lieut. by purch. vice O'Brien, prom. in the 69th; O. P. Bourke, Gent., to be Ens. by purch. vice Lucas.

90th Foot.—Ens. J. Wilcock, from h.p. 3rd Foot, to be Ens. vice Robertson, prom. in the 26th.

21st Foot.—Lieut. A. Mackenzie to be Capt. without purch. vice Williams, app. to the 24th; Ens. B. Faunce, from 58th, to be First Lieut. vice Mackenzie.

33rd Foot.—Lieut. C. Crutchley to be Capt. by purch. vice Biggs, who rets.; Second Lieut. F. Torrens to be First Lieut. by purch. vice Crutchley; W. C. C. Baker, Gent., to be Second Lieut. by purch. vice Torrens.

24th Foot.—Major C. Hughes to be Lieut.-Col. without purch. vice Tidy, dec.; Capt. G. F. Stack to be Major, vice Hughes; Capt. R. G. Williams, from the 21st to be Capt. vice Stack.

26th Foot.—Ens. D. Robertson, from the 20th, to be Lieut. without purch. vice Neville, prom. in the 63rd Foot.

40th Foot.—Ens. W. R. Lewis to be Lieut. by purch. vice Dalgety, who rets.; Gent. Cadet J. O. Cuffe, from the R.M.C., to be Ens. by purch. vice Lewis.

49th Foot.—Lieut. E. F. Moore, from h.p. 83rd, to be Lieut. vice McConchy, prom.

57th Foot.—Lieut.-Gen. the Right Hon. Sir F. Adam, K.C.B., from the 73rd, to be Col. vice Lieut.-Gen. Sir W. Inglis, K.C.B., dec.

58th Foot.—Ens. W. Spiller, from h.p. 3rd, to be Ens. vice Faunce, prom. in the 21st.

59th Foot.—Ens. R. H. Minty, from h.p. 8th, to be Ens. vice Cowley, dec.

62nd Foot.—Ens. R. J. Staepoole, from h.p. 14th, to be Ens. without purch.

73rd Foot.—Major Gen. W. G. Lord Harris, from the 86th, to be Col. vice Lieut.-Gen. Sir F. Adam, app. to the 57th.

79th Foot.—Ens. C. Skene to be Lieut. without purch. vice Forbes, dec.; Gent. Cadet R. C. H. Taylor, from the R.M.C., to be Ens. vice Skene.

86th Foot.—Major-Gen. Hon. Sir F. C. Ponsonby, K.C.B., to be Col. vice Major Gen. Lord Harris, appointed to the 73rd.

Unattached.—Lieut. J. M. Conchy, from the 48th, to be Capt. of Infantry, without purch.

County of Nottingham.—Mausfield Troop of Sherwood Rangers—S. W. Neud, Esq., to be Capt.

Southern Regiment of Nottinghamshire Yeomanry Cavalry.—T. Moore, Esq., to be Lieut.-Col. vice H. Willoughby, 1st.

Stroudwater Troop of Gloucestershire Regiment of Yeomanry Cavalry.—W. H. Hyett, Esq., to be Capt. vice R. S. Paul, res.; C. Stephens, Gent., to be Lieut. vice Hyett, prom.; J. W. Nelson, Gent., to be Cornet, vice Stephens, prom.

OFFICE OF ORDANCE, Dec. 14.

Corps of Royal Sappers and Miners.—Serg.-Major J. Hilton to be Quartermaster, vice Galoway, dec.

East Devon Regt. of Militia.—F. B. Short, Gent., to be Ens. East Devon Troop of Yeomanry Cavalry; W. Tucker the younger, Gent., and J. Briscoe, Gent., to be Lieuts.

1st Devon Regt. of Yeomanry Cavalry.—J. W. Phillips, Esq., to be Capt.; R. Sanders, Gent., to be Lieut.

North Devon Regt. of Yeomanry Cavalry.—W. Binfold, Gent., to be Lieutenant.

County Palatine of Chester.—The King's Regiment of Cheshire Yeomanry Cavalry.—Lieut.-Col. Wilbraham Egerton, to be Lieut.-Colonel Commandant, vice Lord Grey of Groby, dec.

WAR OFFICE, Dec. 18. *

Memorandum.—His Majesty has been graciously pleased to permit the 93rd Regiment of Foot to bear on its colours and appointments

the words "Cape of Good Hope," in commemoration of the gallantry displayed by the regiment at the capture of the Cape of Good Hope on the 8th of January, 1806.

3rd Light Dragoons.—Capt. G. A. Malcolm, from the 60th Foot, to be Capt. vice Henry Phillips, ret. upon h.p. Unatt. rec. diff.

8th Light Dragoons.—Cornet A. G. Grant to be Lieut. by purch. vice Rogers, ret.; G. J. Vernon, Gent., to be Cor. by purch. vice Grant.

1st Regt. of Foot.—Quartermaster C. Pieters, from the 48th, to be Quartermaster, vice Langford, app. to the 57th.

31st Foot.—Lieut. D. B. T. Dodgin to be Adjutant, vice O'Leary, prom. in the 55th.

41st Foot.—W. Lawrence, Gent., to be Ens. by purch. vice Holmes, ret.

48th Foot.—Quartermaster S. Johnson, from the 57th, to be Quartermaster, vice Pieters, app. to the 1st.

57th Foot.—Quartermaster J. E. Langford, from the 1st., to be Quartermaster, vice Johnson, app. to the 48th.

60th Foot.—Capt. E. C. Giffard, from h.p. Unatt. to be Capt., paying the diff. vice Malcolm, app. to the 3rd Light Drags.

2nd West India Regt.—R. C. Morris, Gent., to be Ens. by purch. vice Adams, whose appointment has not taken place.

Hospital Staff.—G. Gallant, Gent., to be Asst.-Surg. to the Forces, vice Hamilton, res.

Memorandum.—The halfpay of Lieut.-Col. J. Berington, of the 3rd Provisional Battalion of Militia, has been cancelled from the 18th inst. inclusive, he having accepted a commuted allowance.

WAR OFFICE, Dec. 25.

Royal Regt. of Horse Guards.—Cornet G. T. Qain to be Lieut. by purch. vice Cowper, prom.; J. W. H. Anson, Gent., to be Cornet, by purch. vice Qain.

2nd Regt. of Drags.—Ens. M. Nelson, from the 45th Foot to be Quartermaster, vice W. Perrie, who rets. upon h.p.

7th Regt. of Light Drags.—Cornet W. Grasset to be Lieut. by purch. vice Langham, who rets.; T. H. Preston, Gent., to be Cornet by purch. vice Grasset.

11th Regt. of Light Drags.—Cornet J. H. Forrest to be Lieut. by purch. vice Walker, who rets.; W. Cathrey, Gent., to be Cornet by purch. vice Forrest.

3rd Foot.—Lieut.-Col. M. Beresford, from the 26th Foot, to be Lt.-Col. vice Cameron, who ret.

14th Foot.—Ens. A. W. Campbell to be Lieut. without purch. vice Graham, app. Adj. of a recruiting district; Ens. T. Carleton, from the h.p. of the 12th, to be Ens. vice Campbell.

19th Foot.—Serg.-Major R. Barrett to be Quartermaster, vice Brice, dec.

26th Foot.—Major W. James to be Lieut.-Col. by purch. vice Beresford, app. to the 3rd; Capt. T. S. Pratt to be Major by purch. vice James; Lieut. A. D. Colley to be Capt. by purch. vice Pratt; Ens. J. M. Daniell to be Lieut. by purch. vice Colley; W. H. James, Gent., to be Ens. by purch. vice Daniell.

28th Foot.—Ens. J. Garland, from the 99th, to be Ens. vice Beatty, who exch.

43th Foot.—Ens. T. Barter, from the h.p. of the 60th, to be Ens. vice Nelson, app. to the 2nd Drags.

48th Foot.—Ens. J. W. Smith to be Lieut. by purch. vice Moore, who ret.; C. F. Henry, Gent., to be Ens. by purch. vice Smith.

51st Foot.—Ens. W. H. Hare to be Lieut. by purch. vice Grey, prom.; C. Paget, Gent., to be Ens. by purch. vice Hare.

56th Foot.—Ens. T. G. B. McNeill to be Lieut. by purch. vice Moorhouse, who ret.; W. B. Lewis, Gent., to be Ens. by purch. vice McNeill.

57th Foot.—Lieut. T. Bainbridge to be Capt.

without purch. vice Watson, dec.; Ens. J. H. Shadforth to be Lieut. vice Bainbridge; Ens. E. Trench from the h.p. of the 14th, to be Ens. vice Shadforth.

63rd Foot.—Capt. A. S. Young, from the 83rd, to be Capt. vice Stubbsman, who exchanges.

71st Foot.—Capt. J. C. Wood, from the h.p. of the 58th, to be Capt. vice Grant, prom.

83rd Foot.—Capt. D. M. C. Stubbsman, from the 63rd, to be Capt. vice Young, who exch.

93rd Foot.—Capt. R. Sparks to be Major by purch. vice Boron, who rets.; Lieut. J. M. Grant to be Capt. by purch. vice Sparks; Ens. N. S. Buchanan to be Lieut. by purch.; A. S. L. Hay, Gent., to be Ens. by purch. vice Buchanan.

99th Foot.—Ens. D. Beatty, from 28th, to be Ens. vice Garland, who exch.

Unattached.—To be Major, without purch., Capt. A. Grant, from the 71st; to be Capt. by purch., Lieut. the Hon. W. F. Cowper, from the Royal Regt. of Horse Guards; Lieut. the Hon. H. C. Grey, from the 51st.

Staff.—Lieut. W. Graham, from 14th, to be Adj. of a Recruiting District, vice Deans, dec.

Memorandum.—Brevet Major W. Holcroft, h.p. of the Royal Artillery, and Capt. R. Kelly, upon h.p. Unatt., have been allowed to retire from the Army, with the sale of the commissions of Unatt. Capts., they having become settlers in the Colonies.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Nov. 21, at Hanover, the Lady of Capt. Stephens, A.D.C. to H.R.H. the Duke of Cambridge, of a son.

At Brighton, the Lady of Capt. Sotheby, R.N., of a daughter.

At Southampton, the Lady of Lieut. Col. Hely, late 11th Regt., of a daughter.

At Richmond Barracks, Dublin, the Lady of Paymaster Thompson, 35th Regt., of a daughter.

At Cove, the Lady of Lieut. Fitzgerald, R.N., of a son.

At Helensburgh, the Lady of Dr. James, Henderson, Surgeon 43rd Regt., of a son.

Dec. 17, at Leigh House, Wilts, the Lady of Capt. Sir Thomas Fellowes, Kt., C.B., R.N., of a daughter.

Dec. 24, at Windsor, the Lady of Captain Mathews, Coldstream Guards, M.P., of a son.

MARRIAGES.

At Montreal, J. Dumford, Esq., of the Ordnance Department, son of Col. Dumford, R.E., to Charlotte, daughter of the late Stephen Sewell, Esq.

At Tunbridge Wells, Capt. H. D. Trotter, R.N., to Charlotte, second daughter of the late Major-Gen. James Pringle.

Dec. 1, at Bradford, by the Rev. H. Harvey, Vicar and Prebend of Bristol, &c., F. A. Locke, Esq., second son of the late W. Locke, Esq., M.P., of Roode Ford House, Wilts, to Katharine Harriot, eldest daughter of Capt. Sir Thomas Fellowes, Kt., C.B., R.N., of Leigh House, in the same county.

Dec. 3, at Penmark, Glamorganshire, Lieut. R. Butler, R.E., to Maria Anne, only daughter of the Rev. Dr. Casberd, Vicar of Penmark and one of the Prebendaries of Llandaff.

Dec. 3, at Charlton, Capt. G. G. Palmer, R.N., to Lydia, youngest daughter of the late Benj. Benyon, Esq., of Milton Crescent and Monkmoor, Shropshire.

At Weymouth, Lieut. George Dennistoun Scott, King's Dragon Guards, to Frederica, daughter of Edmund Boderip, Esq., of Weymouth.

Dec. 8, at Ripple, Capt. W. Reed, 48th Regt., to Elizabeth St. Barbe, eldest daughter of John B. Sladen, Esq., of Ripple-court, Kent.

At Aghada church, Major Cornwall Burnes, 91st Regt., to Eliza, daughter of the late Francis Roche, Esq., of Rochemount, Cork.

At Newry, Capt. Thomas Reid, 33rd Regt., to Fanny, only daughter of the late Wm. Glenn, Esq., of Newry.

Dec. 10, at St. Mary's, Bryanston-square, Capt. John James, 30th Light Infantry, to Eliza, daughter of the late Edward Owen, Esq., of Jamaica.

Dec. 11, at Stapleton, Lieut. Warre Squire Bradley, R.N., to Sophia, only daughter of Capt. Benjamin Smith, R.N., of Fishponds, near Bristol.

At All Souls, Marylebone, Lieut. J. C. Grave, R.N., to Mary, widow of the late J. Treacher, Esq., of Chiselhurst, Kent.

At St. George's, Hanover-square, Lieut. Fred. Torrens, 23rd Royal Welch Fusiliers, third son of the late Major-Gen. Sir H. Torrens, K.C.B., to Emily May, youngest daughter of the late Colonel Skyring, R.A.

At Petersham, Cornet Arthur E. Knox, 2nd Life Guards, to Lady Jane Parsons, eldest daughter of the Earl and Countess of Rosse.

Dec. 14, at Kilquane Church, county of Limerick, Lieut. John Henry Francklyn, R.A., to Mary Anne, daughter of Poole Gabbett, of Corbally, county of Limerick, Esq.

Dec. 22, at St. George's, Hanover-square, George Stuckley Buck, Esq., of Hartland Abbey, near Bideford, late of the Royal Horse Guards (Blue), to Lady Elizabeth O'Bryen, fourth daughter of the Marquis and Marchioness of Thomond.

DEATHS.

April 7, drowned at Moulmin, Madras, Quartermaster Egar, 62nd Regt.

April 14, on passage from Madras, Lieut. Jarvis, 62nd Regt.

May 6, at Arnee, Madras, Lieut. Lawrie, 41st Regt.

May 22, at Secunderabad, Madras, Lieut. Moore, 45th Regt.

June 1, at Bangalore, Madras, Lieut. Stewart, 39th Regt.

June 5, at Ghazepore, Bengal, Lt. Lonsdale, 3rd Regt.

June 23rd, at Madras, Capt. Wm. Wilson, 63rd Regt.

Off Calcutta, Mr. R. Barron, Purser of H.M. ship Wolfe.

July 17, at Colaba, Bombay, Capt. Penefather, 40th Regt.

In India, Major Sir John Gordon, Bart., 13th Light Dragoons.

On passage from Bombay to St. Helena, Col. A. Morse, Quartermaster General of the Army, Bombay.

Aug. 11, at Quebec, Ens. Prendergast, h.p., 99th Regt.

Aug. 21, Lieut. Anderson, h.p., 80th Regt.

Sept. 2, at Quebec, Ens. Malcolm, h.p., 99th Regt.

At Kingston, Upper Canada, Col. Tidy, C.B., 24th Regt.—Colonel Tidy entered the Army as Ensign in the 43rd Regiment, in the year 1792, and was present at the siege of Fort Bourbon, Isle of Martinique, under Lieut.-General Sir

Charles Grey, in 1794, and likewise during the same year at the capture of Guadaloupe. In 1798 he was promoted to a company in the 1st W.I. Regt., served during the Bigand War in St. Lucia in 1799 and 1800, and at the capture of that Island in 1803. In 1807 he became Major of the 8th W.I. Regt., and in September of that year was transferred to the 14th Foot. He was present at the battle on the heights above Grijó, in Portugal, 11th of May, 1809, and also at the passage of the Douro which immediately followed. At the Battle of Waterloo Col. Tidy commanded the 3rd battalion of the 14th Regt., and was also at the storming of Cambray, 24th of June, 1815. For these services Colonel Tidy received the distinguished honour of a Companionship of the Bath. In 1839 Colonel Tidy obtained the appointment of Inspecting Field Officer of the Recruiting District in Scotland, and on the 1st of March, 1833, exchanged to the 24th Regiment, in the command of which he closed his honourable career.

Sept. 14, at Honduras, Lieut. Grigg, R.N., special Magistrate at that place.

Capt. H. Stewart, h.p., Rifle Brigade.

Oct. 1, Lieut. Bennet, h.p., 3rd Regt.

Oct. 2, at Clarendon, Jamaica, Lieut. R. S. Haly, R.N., special Magistrate in that Island.

Oct. 4, in Ireland, Capt. F. O'Flaherty, h.p., 15th Regt.

Oct. 16, Col. Broughton, of the Ikon. East India Company's Service.—It has been remarked, as a particular feature of the age in which we live, that many literary men have sprung from the profession of arms, and have appeared before the public with considerable pretensions in a department formerly considered incompatible with their calling. Amongst these may justly be classed the late Colonel Broughton, who was descended from a line of churchmen, and had not only pretensions himself to rank as a literary man, but had also some hereditary rights in that department. The great grandfather of the subject of this notice was Dr. John Broughton, a doctor in divinity, a divine who was appointed chaplain to the great Duke of Marlborough, and had the honour of preaching before Queen Ann; and there is now extant, amongst others, a sermon of his preached upon the great Battle of Blenheim, in which the glory is described to the Lord.

The Rev. Thomas Broughton, grandson of the foregoing, had good preferment in the county of Somerset and the city of Bristol, and was an active magistrate in the county of Gloucester, and is thus spoken of in the papers of the day (he died in 1810):—"As a magistrate, a scholar, and a clergyman, he lived respected and died lamented, in him the church has lost one of her most useful members, literature one of her soundest disciples, and society one of her brightest ornaments."

The eldest son of this divine is the subject of this memoir. He was sent to Eton at an early age, and from thence sent out to the Bengal army of India, having chosen the profession of arms. He followed it with ardour, and whilst yet a subaltern, he was actively engaged in the memorable siege of Seringapatam, which, the 4th May, 1799, overthrew the dynasty of Tippecoo Saib and conquered his empire. He was afterwards appointed Commandant of the Cadet Corps, a sort of college formed to receive the cadets, and teach and discipline them on their first arrival in the country, an office obviously requiring sound judgment and discreet management. But in December, 1802, he received an important Staff appointment, that of Military Resident with the Mahrattas.

Here, too, he displayed that firmness and discretion so essential to a military man, when

placed in circumstances at once delicate and difficult. At a later period he was appointed to the command at Java; this, however, he did not hold long, as the island was given to the Dutch by the treaty. The usual limits of a memoir such as this will not allow us to follow this distinguished officer through the details of a long military career. Suffice it to say that in the command of posts and battalions he was more than once honoured with public thanks from the Governor, and with affectionate and gratifying addresses from the officers under his command.

Colonel Broughton was fortunately in such a position in the service as to reap great advantages from an important reform made in the Company's army some years back. Before this great change, a Colonel seldom got a regiment until he was an old man. Now every regiment was divided, and each battalion was made into a separate regiment. Thus, though the emoluments were greatly reduced, yet they were reached perhaps ten years sooner. This was a great uplifting to our Colonel, and he became the Colonel of a regiment, with its emoluments, at an early period of life.

After this great step he returned to England; but here, though quite at ease, an active mind, a warm and ardent temperament, could not remain long unemployed. He was honoured with the distinguished post of Honorary Secretary to the Royal Asiatic Society; and he was selected, not elected, a member of the Athenæum by a power specially vested in the Committee; and the Mendicity Society, one of the most useful in London, the schools, &c. of Marylebone, can well attest the activity of his mind, and the warmth of his heart. After his return to Europe he visited almost every part of the British dominions, and every part of the south of Europe, with attention.

Colonel Broughton's first essay as a literary man was a free translation of a French novel, written by a warm admirer of Rousseau, called 'Edward and Laura,' in two volumes, published in 1809. He afterwards published a very valuable work upon the Mahrattas, written during his residence with that extraordinary people, in which he has thrown much light on their personal and curious history. He made himself master of the Persian language, and published a translation of some interesting and often beautiful Persian poetry, and also some specimens of Hindoo poetry; both these latter works were published by Mr. Murray.

During the latter years of his residence in India, the climate, which had not touched him before, affected him, and his health suffered. Whilst on a visit in Surrey, in the month of October last, whither he went in good health, he was attacked with a fatal illness which carried him to the grave, after only a few days' illness, and at 57 years of age.

Colonel Broughton married a daughter of the late Mr. Chauncer, who was associated with Lord William Bentinck, in the government of Madras, and whose son is now chief secretary to the same Presidency. The Colonel has left no issue. He was the particular friend and companion of Colonel Tod, the celebrated author of the *Annals of Rangoon*, and it is a curious coincidence, that the grave closed upon both these distinguished officers and friends almost simultaneously.

Oct. 23, at Kinsale, Lieut. Lewis, h.p., 68th Regt.

Nov. 2, at Gibraltar, Capt. J. Cowper, 59th Regt.

Nov. 3, at Navan, Lieut. Henderson, adjt., late 10th R. V. Batt.

Nov. 9th, Major Barrett, h.p. unattached.

Nov. 14, Capt. E. Parke, late paymaster, R.N., aged 71.

Ens. E. Douglas, 53rd Regt.

Nov. 24, at Boulogne-sur-Mer, Rear-Admiral Joshua Sydney Horton, aged 67.

At Naples, Capt. Joseph Parkwood, R.N.

Nov. 28, at St. Leonard's-on-Sea, Susan Jane Forbes Abernethie, wife of William D. Davies, Esq., late of the Queen's Dragoon Guards.

Nov. 29, at Ramsgate, Lieut.-Gen. Sir Wm. Inglis, K.C.B., Governor of Cork and Colonel of the 57th Regt.

In Ireland, Capt. F. O. Flaherty, h.p., 15th Regt.

Dec. 1, at Downpatrick, J. McKittick, Esq., Surgeon, R.N.

Near Greenock, Lieut. T. Calmalt, R.N.

At Bremen, Col. H. T. Muller, late of the Ceylon Rifle Regt.

At Maryborough, Queen's County, Lieut. R. Baldwin, late 71st Regt.

At Walworth, Lieut. Wm. Martyn, R.N.

At Glasgow, Lieut. and Adj. Deans, of the Recruiting Staff.

Dec. 4, at his residence near Liege, General the Right Hon. John Lord Crewe, in his 66th year.

At Havre, Lieut.-Col. Diggins, formerly of the 11th Light Dragoons, and late Barrack-Master in the Island of Barbadoes.

At Worcester, in his 80th year, Capt. N. Collyer, late Paymaster, 16th Light Dragoons.

At Dover, Lieut. Francis Wodehouse, R.N.

Dec. 8, in Grosvenor Place, Lieut.-General the Right Hon. Lord Hartland, aged 69.

Dec. 9, at Leigh House, Wiltshire, after a few hours' illness, Augusta Frederica, seventh and youngest dau. of Capt. Sir Thomas Fellowes, Kt., C.B., R.N.

Dec. 12, at Salisbury, Capt. Christopher Clarke, late of the Royal Artillery.

In Gloucester-place, Portman square, Lieut. Gen. John Orr, H.E.I. Company's service.

Dec. 15, at Lunark, Col. Robert Ross, K.H., Unatt., late of the 4th Dragoon Guards.

At Derry, Col. Andrew Brown, C.B., late of the 79th Highlanders.

Dec. 20, at Frampton, Dorsetshire, Lieut.-Gen. Sir Colquhoun Grant, K.C.B., G.C.H., and Colonel of the 15th Hussars.

Dec. 21, at Tunbridge Wells, Lieut. Gen. Sir John Hamilton Bart., G.C.T.S., and Governor of Duncannon Fort.

METEOROLOGICAL REGISTER.

KEPT AT THE OBSERVATORY OF CAPT. W. H. SMYTH, AT BEDFORD.

Nov. 1835.	Six's Thermometers		At 3 P. M.			Pluvia- meter Inches.	Evapora- tor Inches.	Winds at 3 P. M.
	Maxim. Degrees	Minim. Degrees.	Barom. Inches.	Thermo. Degrees	Hygrom. Parts.			
1	50.8	49.0	30.19	49.3	651	—	.026	W. beautiful day
2	50.9	41.9	30.08	49.5	746	.756	.024	S.W. lt. br. and fine
3	53.6	40.0	30.06	51.0	690	.292	.020	S.E. calm, overcast
4	52.4	39.9	30.05	44.1	590	—	.019	E.S.E. str. wind, cloudy
5	52.7	39.3	30.05	44.2	628	—	.014	E.S.E. fine day
6	52.4	37.0	30.00	43.0	706	—	.016	S.E. light breeze
7	52.7	36.3	30.01	42.0	723	—	.020	S.E. calm and cloudy
8	48.1	40.8	30.01	47.9	690	—	.030	N.W. str. wind, fine day
9	48.4	40.6	30.19	42.0	656	—	.024	N.E. calm and fine
10	48.0	38.1	30.35	40.4	659	—	.020	E lt. br. and cloudy
11	48.9	37.0	30.33	41.3	693	—	.018	N.N.E. strong wind
12	48.6	37.8	30.31	41.5	719	0.231	.020	N.N.E. high winds
13	48.0	37.6	30.35	40.8	710	—	.038	N.W. lt. air; cloudy day
14	48.0	37.0	30.11	40.5	721	—	.024	W N.W. lt. breezes
15	46.9	37.8	30.11	41.7	719	—	.037	N. str. br. and cloudy
16	44.6	36.2	30.04	44.0	715	—	.050	N.N.W. calm and var.
17	51.9	40.9	29.92	48.7	734	—	.031	N.N.W. lt. air & cloudy
18	51.5	41.2	29.70	50.9	735	—	.050	W.S.W. stiff breezes
19	51.5	41.0	29.76	49.5	776	0.115	.040	S.S.W. nearly calm
20	51.8	41.3	29.91	47.2	746	—	.035	S.S.W. calm, fine day
21	51.8	41.2	29.87	50.3	670	—	.055	S.W. violent gales
22	52.4	48.0	29.74	52.0	695	—	.040	S.S.W. st. winds, hazy
23	52.9	50.0	29.87	52.0	735	0.156	.087	S. nearly calm, clear
24	54.0	47.0	29.87	50.7	739	—	.048	S.S.E. str. br. cloudy
25	51.4	48.3	29.87	51.4	724	—	.080	S.S.E. beautiful day
26	51.8	49.1	29.56	51.8	730	—	.070	E.S.E. squally at times
27	52.5	49.1	29.41	52.5	755	—	.042	S.E. magnificent day
28	52.8	48.0	29.19	49.6	749	—	.040	W.S.W. lt. breezes & fine
29	49.9	45.0	29.41	47.0	746	0.654	.040	W. calm and rainy
30	49.7	46.1	29.22	49.7	780	0.179	.060	S.W. light airs

HALF-PAY, ITS ABUSES AND DEFECTS.

In the prosecution of those labours on the subject of military finance, which formed some of our leading articles in the course of the past year, we shall now proceed to the consideration of Half-Pay,—the abuses to which it has been liable, the defects still existing in its regulations, and its relative advantages as compared with the French service.

The necessity of some provision for those members of the profession of arms, who, from advanced years or bodily infirmities, are incapacitated for active service, has been generally recognised by every Government, both of ancient and modern times. From the *quatuor jugera*, which crowned the toils of the Roman Veteran, to the half-pay and pension of the present day, the existence of this species of reward may be traced through each successive age. During the feudal times, the extensive territorial domains in the gift of the Crown, and the numerous forfeitures placed at the disposal of the Sovereign by the turbulence or disaffection of his nobility, were the funds whence the worn-out soldier was ultimately recompensed for his services. When these proved insufficient, a substitute was readily found by nominating him to some appointment in the retinue of the Sovereign, or the household of his principal nobility, which in those days were generally bestowed on men who had been most distinguished in the field, or had merited that repose for their old age by a long course of honourable service.

A much more singular, though by no means unusual mode of rewarding military service, prevailed also during the feudal ages, both in this country and in Scotland. Whenever an estate happened to devolve on an unmarried female heir, the Sovereign, on her attaining the years of maturity, had, by the right of wardship, as it was termed, the privilege of choosing for her a husband, whom she was under the necessity either of accepting or of sacrificing to him a portion of the life-rent of her estate. This afforded a ready means of providing for such veterans as happened to be unincumbered with a wife. And we heartily recommend the revival of the practice to such anti-Malthusian economists of the present day as are ever on the watch to find some method of ridding themselves of the soldiers' claims without incurring expense to the public. We are afraid, however, that the measure will not meet with warm supporters among the fair sex, seeing that the greater the length of service, wounds or infirmities of the soldier, the higher the prize he would be entitled to in this matrimonial lottery.

But as, in process of time, young ladies assumed the privilege of choosing husbands for themselves, and the revenue of the Crown became too circumscribed to provide for the wants of its servants, it ultimately became necessary to have recourse to Parliament. The first time we learn of half-pay being thus voted was in 1697, when, in the disbandment of the forces which had been raised by King William at the Revolution, the following were assigned as the rates of half-pay to the officers:—

	s.	d.	s.	d.
Colonel, pay	10	0	} 12	0
Six Servants, at 4 <i>d.</i> each	2	0		
Lieut.-Colonel	7	6	} 8	6
Three Servants, at 4 <i>d.</i> each	1	0		
Major, pay	6	6	} 7	6
Three Servants	1	0		
Captain, pay	4	0	} 5	0
Three Servants	1	0		
Lieutenant, pay	2	0	} 2	4
One Servant	0	4		
Ensign, pay	1	6	} 1	10
One Servant	0	4		

Being exactly the half of what had been previously fixed as the full pay of each rank by King William's warrant of 1695.

In fixing these rates of half-pay, no distinction was made on account of length of service, which probably arose from the officers being all much upon a par in this respect, the corps to which they belonged having been all raised at the same period, viz., the commencement of the Revolution in 1688. This principle, however, for which a sufficient vindication might have been found in that instance, has, strange to say, been adopted in all subsequent regulations on the subject; so that even at the present day half-pay holds out no further recompense to the veteran officer of perhaps thirty years' standing, than to the boy who has only accomplished a tithe of that period. Indeed, till very lately, the service of one day was required with the same rate of half-pay as that of a lifetime: a regulation so palpably absurd as to give rise to a system by which, not only was the public put to an enormous expense, but that fund which was intended as a retiring allowance to old and deserving officers, was ultimately converted to the support of a class of men who had no claims whatever on the public.

The grant of half-pay in 1697 seems to have been intended specifically for the behoof of the individual officers thus disbanded, and no others; but neither then, nor indeed subsequently, was any provision established for such as found it necessary to retire from the duties of active service in consequence of age or infirmities. The King possessed no power to create any further addition of half-pay in their favour; and it was not till a late period of our military history that the privilege of doing so was conferred on the Secretary-at-War. At the conclusion of every peace there was, no doubt, very considerable additions made to the half-pay list; these arose solely, however, from the reduction of regiments and the consequent right of officers to look for some such provision on the precedent established in 1697, not from any regulations entitling them thereto on the plea either of age, disabilities, or length of service.

This boon, however, so essential to the efficiency of an army, though withheld by the parsimony of Parliament, was obtained with equal facility, though, ultimately, at a much heavier expense to the public, by the privilege of exchanging. In the original grant of half-pay, no limitation was put to the period during which it was to continue; and as it was only restricted to a certain number of officers of each rank,

without contemplating the possibility of being made perpetual by a constant substitution of young lives for old ones, it so happened that, by a little ingenuity, what was at first intended merely as a temporary reward to a specific class of officers till otherwise provided for, was ultimately, by the privilege of exchanging, converted into a permanent source of half-pay for the Army. We have already shown in the History of Promotion by Purchase, in the Number of our Journal for September last, that even at this early period the privilege of selling out was recognized in our Army; and that in 1719, about twenty-two years after half-pay was first established, it was so far organized into a system, that a table of prices was established, and the foundation of those regulations laid which exist at the present day. Combining then the privilege of exchanging with that of selling out, the charge for half-pay was easily converted into a perpetuity. No sooner did an officer on the half-pay list find that, from advancing age or infirm health, there was a probability of his decease, than he exchanged to full pay with one who was perhaps tired of, or becoming unfit for, the service; and then, by a sale, realized the price of his commission. Thus a fresh succession of annuitants was kept up, and the parsimony of Parliament, which had neglected to establish a proper retiring provision for its military servants, corresponding to the extent of their service, was completely outwitted, and an expense ultimately saddled upon the public, at least three-fold what would have effected this desirable object upon a liberal scale. Thus with nations, as with individuals, excess of economy is sure to defeat its object.

Had this substitution of officers on the half-pay list been merely employed to effect a provision for those who were worn out in the service, we should have been inclined to praise rather than to deprecate the system; but, unfortunately, it was soon discovered that a secure and favourable investment might thus be obtained for a small capital, without subjecting the purchaser in any way to the dangers of a military profession. Prior to 1766, the price of an Ensigncy was only from 150*l.* to 200*l.*; while the half-pay of that rank was 33*l.* 9*s.* 2*d.* per annum. So that a person purchasing a commission for his son in boyhood might get him exchanged to half-pay with an officer who, from advanced age, wished to sell out; and as it was always the object of Government, nominally on the plea of efficiency, but in reality for the sake of patronage, to grant new commissions in preference to calling officers from the half-pay list, the young Ensign thus retiring had every probability, not only of enjoying quietly an annuity of 33*l.* 9*s.* 2*d.* for his own life, but of securing to his wife, in the event of her surviving him, an annuity of 16*l.* being the pension in those days to the widow of an officer of that rank; besides which, he had the option, by a return to full pay, although on the eve of dissolution, of realizing the price of his commission by selling out.

When a person possessed sufficient influence to obtain his Ensigncy without purchase, he also might avail himself of these privileges, and, with no other trouble than that of getting himself gazetted, become the proprietor of a snug annuity, convertible into cash whenever he thought proper.

Such favourable modes of obtaining annuities at an easy rate were not likely to be lost sight of by a money-making, stock-jobbing nation like the British; and, accordingly, a reference to the Army List supplies us with numerous instances where officers have been borne on the half-pay list for a long series of years, whose service did not extend beyond a few months—indeed, in some instances, not beyond a single day; and who, obviously, must have obtained their commissions for no other purpose than that of becoming permanent annuitants on the public.

Though the price of an Ensigncy was in 1766 raised to 400*l.*, yet as the regulation was established shortly thereafter, that officers retiring from full to half-pay might receive the difference, amounting, in the case of an Ensign, to a fourth of the purchase-money, the balance of about 300*l.* was still a sufficiently low price to induce many to become purchasers for the sake of the annuity which it afforded; and when, in 1814, the half-pay of the Army was increased, while the prices of commissions for a considerable period thereafter remained the same, the advantage of thus obtaining an annuity on favourable terms induced numbers to avail themselves of it. Indeed, had not a stop been put to the practice, we have little doubt that, before many years had elapsed, the annuities derivable from the half-pay fund would have become just as legitimate subjects of barter and sale as the Long Annuities, or 3 per cent. Consols.

Nor were Ensigncies the only half-pay commissions thus converted from their legitimate object to the support of a class of men in no way connected with the Service; but in earlier days, when the higher commissions might be obtained by purchase, without an officer ever joining his regiment, a very considerable number not only of Subalterns, but of Captains, and even Field Officers on half-pay, were mere annuitants, who had purchased that rank solely because it afforded a profitable and desirable investment for their capital, and who had not the slightest intention of ever exposing themselves to the hardships or dangers of actual service. Late regulations have, no doubt, been established, by which such abuses will be prevented in future; but not before the country has sustained enormous loss, by what the most ordinary prudence might have averted. The extent of that loss can best be imagined from the following estimate of the sums drawn, since their retirement, by 193 ensigns and cornets, who, as appears from the annual Army List for 1835, are still upon half-pay, and whose nominal service in no case extends beyond twelve months.

Estimated cost to the public of 106 Ensigns on the half-pay list; 50 of whom never served a single day, and the rest not beyond a few months:—

Number of Ensigns Retired.	Year of Retirement on Half-Pay.	Yearly Amount of Half-Pay, old and new Rates.			Number of Years in Receipt of Half-Pay.	Sum received by each Officer since his Retirement, at compound interest, at 4 per cent.*	Total Sums received by each Class, with compound interest thereon.
		£.	s.	d.		£.	£.
1	1764	33	9	2	72	13,250	13,250
1	1779	33	9	2	57	6,960	6,960
24	1783	33	9	2	53	5,850	140,400
2	1784	33	9	2	52	5,590	11,180
3	1785	33	9	2	51	5,345	16,035
1	1787	33	9	2	49	4,878	4,878
1	1788	33	9	2	48	4,658	4,658
1	1789	33	9	2	47	4,450	4,450
1	1791	33	9	2	45	4,018	4,048
1	1793	33	9	2	43	3,684	3,684
3	1794	33	9	2	42	3,505	10,515
1	1795	33	9	2	41	3,340	3,340
1	1796	33	9	2	40	3,180	3,180
4	1800	33	9	2	36	2,595	10,380
1	1801	33	9	2	35	2,163	2,463
9	1802	33	9	2	34	2,335	21,015
1	1804	33	9	2	32	2,096	2,096
2	1805	33	9	2	31	1,984	3,968
1	1806	33	9	2	30	1,873	1,873
2	1807	33	9	2	29	1,770	3,540
1	1810	33	9	2	26	1,481	1,484
23	1814	54	15	0	22	1,875	43,125
3	1815	54	15	0	21	1,752	5,256
11	1816	54	15	0	20	1,631	17,941
1	1817	54	15	0	19	1,515	1,515
1	1818	54	15	0	18	1,404	1,404
1	1819	54	15	0	17	1,297	1,297
2	1821	54	15	0	15	1,095	2,190
1	1822	54	15	0	14	1,002	1,002
1	1826	54	15	0	10	656	656
106							£317,783

* Lest our readers should suppose it rather a Hebrew mode of calculation, thus to accumulate compound interest on the pay received, we must acquaint them that, in all questions of annuities, either past or prospective, no correct conclusions can be arrived at without doing so. Besides, it must be recollected that the nation has been paying compound interest on every farthing thus advanced, in the shape of interest on the national debt.

Estimated Cost to the Public of 51 Cornets on Half-Pay, 38 of whom never served one day, and the rest only a few months.

Number of Cornets retired.	Year of retirement on Half Pay.	Yearly Amount of Half-Pay, old and new Rates.	Number of years in receipt of Half Pay	Sum received by each Officer since his retirement, with compound interest at 4 per cent	Total sum received by each Class, with compound interest thereon, &c.
		£ s. d.		£.	£.
1	1782	45 12 6	51	8338	9,338
3	1793	45 12 6	53	7973	23,919
1	1786	45 12 6	50	6963	6,963
9	1802	45 12 6	34	3185	28,665
1	1803	45 12 6	33	3020	3,020
1	1806	45 12 6	30	2558	2,558
2	1814	63 17 6	22	2188	4,376
4	1815	63 17 6	21	2045	9,180
10	1816	63 17 6	20	1902	19,020
10	1817	63 17 6	19	1768	17,680
2	1818	63 17 6	18	1638	3,276
2	1820	63 17 6	16	1395	2,790
2	1821	63 17 6	15	1273	2,556
3	1822	63 17 6	14	1170	3,510
51				£	131,551

If we now look to the foreign half-pay, the Army List for 1835 enables us to furnish the following estimate of the cost to the public of 36 cornets and ensigns, whose services have not at the utmost exceeded a few months each, and yet have been on half-pay for the last twenty years:—

Numbers.	Rank of Officer	Year of retirement on Half Pay	Yearly amount of Half Pay	Number of years in receipt of Half Pay	Sum received by each Officer since his retirement, with compound interest at 4 per cent	Total sum received by each Class, with compound interest thereon
4	Ensigns .	1814	£ s. d. 54 15 0	22	£ 1875	£ 7,500
17	Cornets .	1816	63 17 6	20	1902	32,334
15	Ensigns .	1816	54 15 0	20	1631	24,465
						64,299

The aggregate of this expenditure is as follows:—

Cost of 106 Ensigns on British half-pay . . .	£347,783
51 Cornets on ditto . . .	131,851
36 Cornets and Ensigns on Foreign ditto . . .	61,299

So that here are 193 young officers, the average of whose service certainly does not exceed four or five months, who have drawn from the public (interest included) no less than 546,933*l.*, while hundreds of old officers, of nearly a quarter of a century's standing in their present rank, are looking in vain for that promotion which a tithe of this lavish expenditure would have amply provided for.

But the foregoing is by no means the whole of the burden entailed on the country by this utter violation of every financial principle in the framing of our half-pay regulations, for most of these young officers, having been mere boys when first gazetted to their commissions, though they have already been on the half-pay list for upwards of twenty years, are likely to live and continue thereon for some thirty years longer; and even when they die, if they were originally placed on half-pay by reduction, and have not received the difference, the burden is only shifted from the half-pay to the Compassionate List, and the country has still to provide for a fresh set of annuitants in the persons of their wives and children.

The above instances have been taken out of the ranks of cornet and ensign alone; had we extended similar calculations to those in the grade of lieutenant, we should doubtless have found many also whose actual service did not extend beyond a few months, and who have been equally expensive to the public. It must be kept in view, however, that, except in so far as regards the ensigns, the reduction of the half-pay list is by no means so easy a task as economists suppose. If, in order to effect it, death vacancies are filled up from the half-pay, then a manifest injustice is done to the seniors passed over, who have only that chance of promotion to look forward to, and who, thus shut out from professional advancement, become, as they advance in life, unfitted for the duties of the junior grades, and require, ultimately, to be provided for by unattached promotion, as has been done under the Warrant of Oct. 1834, and for which there probably would have been no necessity had all the death vacancies been filled up by promotion. Thus, though a partial saving may have been effected at first, there is ultimately very little prospective advantage to the country by the measure.

In providing for the ensign, there exists, however, so such difficulty; for even though the death vacancies were insufficient for the purpose, or reserved to aid the patronage of Government, still the object might be effected by filling up from the half-pay list ensigncies becoming vacant by purchase, and making up the price to the sellers from the half-pay fund. Thus an annuity of 54*l.* 15*s.* on a young life might be extinguished for eight years' purchase, instead of ultimately costing the country thrice that amount. If the officer called from half-pay wished to serve, he would have the opportunity of doing so, and if not, he would have the option of disposing of his commission.

In all the commutation schemes which have been adopted, there seems to have been too great an anxiety to drive a hard bargain, and to obtain for less than the regulation price what, valued as an annuity, was actually worth a great deal more; in consequence of which, we apprehend it has only been those in involved circumstances, doubtful health, or advanced years, who have availed themselves of commutation, and that the healthiest, and consequently most expensive annuitants

still remain on the half-pay list. We are aware that a nominal obstacle exists to many of these being brought gratuitously on full pay in consequence of their having received the difference on retirement, and being unable or unwilling to refund it; but it would surely be better to waive that objection, than, by persisting in it, keep up so useless a burden upon the finances of the country.

Though it would have been an interesting portion of our investigation to have examined into the average period of service of the other ranks prior to retiring on half-pay, yet, as we possess no more authentic document of service to refer to than the annual Army List, we have been obliged to confine our remarks to the rank of ensign only, in which the date of the commission, as compared with that of the retirement on half-pay, at once shows the extent of service, and prevents the possibility of underrating it; for however anxious we may be to set before the public the enormous sums thus drawn by men who cannot find the shadow of a claim for remaining permanent annuitants on the public, still we wish to be particularly cautious of interfering with the rights of those who have really merited their half-pay even by a very limited extent of service; our main object being to show that it is not because the aggregate amount of half-pay annually voted by Parliament is insufficient, but because it is inadequately divided, that our old and deserving officers are obliged to retire on a pittance totally disproportioned to their claims, and that it can only be by ridding the half-pay list of this incubus that we can ever hope to see the provision for the really deserving placed on a more equitable and liberal footing.

Let it also be kept in view, that we do not in the slightest degree mean to attribute this misapplication of the bounty of the public to those who, for the last few years, have had the arrangement of these matters in the military or financial departments of the state. The evils of the system were entailed upon them by the errors of their predecessors, and the total absence of everything savouring of calculation in the formation of our original half-pay regulations. A great deal has been done within the last five or six years to prevent the recurrence of such useless and expensive burdens on the public. The list of half-pay ensigns has been very materially diminished in consequence of the number brought on full pay, and forced either to serve or sell; and wise precautions have been adopted to prevent the substitution on the half-pay list, of young lives for old ones, by which the amount of half-pay was formerly converted into a perpetuity.

The Warrant of 29th July, 1830, was the first of these judicious measures by which, in all cases under three years' service at home, two in the colonies, or one in the field, a temporary allowance was substituted, in the event of reduction, of from one to three years' pay, instead of half-pay for life. This graduated scale was still further improved by the Warrant of 27th Oct. 1834, which extended the period of service before a permanent half-pay could be obtained, to six years, unless in the case of reduction or bad health. Though these Warrants would appear to admit of the interpretation, that an officer might, after six or seven years' service, retire on half-pay for his own private convenience, still the application of them is even more judicious than the text. No officer can do so with the prospect of remaining an annuitant on the public

for life. The period during which he is to remain on half-pay is generally restricted to a year or two; and if he receives the difference on retiring, he is obliged to lodge that difference, to be applied in bringing him on full pay again, when an opportunity offers. The privilege of half-pay as a permanent retirement is now very properly reserved for officers whose age, infirmities, or length of service entitle them to that indulgence.

These restrictions, though curtailing to a considerable extent the former privileges of officers in regard to retirement, were far from creating the smallest dissatisfaction; but, on the contrary, it was pleasing to old officers to find some distinction at length made between the half-pay of boys who had perhaps only nominally held a commission for a few months, and that of men who had passed the best part of their lifetime in the service. Every one who reflected on the subject felt convinced that a great step had been attained towards the future improvement of his condition, when a stop was put to young men becoming annuitants on that fund which ought to be specially reserved for the support of officers unfitted for the active duties of their profession; and though his own income received no immediate accession by it, yet the change was hailed as an omen of better times; it was a convincing proof that the attention of Government was at length called to the great disparity in the rewards for service, and that even at the eleventh hour the light of arithmetic had dawned on the quarter whence these regulations emanated.

But the mere prevention of the abuses to which the half-pay list has so long been rendered subservient is not the only object to be effected. The reformation is but half complete till the saving thus gained by the public is applied in improving the condition of such as extend the period of their service beyond twenty or twenty-five years. Indeed it should form the very essence of all regulations as to half-pay, that the amount should in every case correspond to the length of service. This is the leading feature in all retiring allowances in the civil departments of the State; it is so even with the medical officers of the Army, with the quartermaster and the paymaster; but while the correctness and justice of the principle seem thus fully acknowledged, it is strange that, even under the amended regulations, the half-pay is still the same to an officer whose whole life has been passed in the dangers of the field, or the tedium of colonial exile, as to one of the same grade who, after seven years on full pay, deems it convenient to retire from the duties of active service.

But though the amount of half-pay to two classes of officers whose claims in every respect are so dissimilar is thus nominally the same, the reward to the junior officer is in reality infinitely greater. In every calculation on these subjects half-pay must be viewed as an annuity whose value is of course contingent on the age of its possessor. If one captain on the half-pay be of 10 years' service and 30 years of age, and another of 30 years' service and 50 years of age, it is obvious that the annuity or half-pay of 7s. a-day, which is to continue during the life of the former, must be infinitely more valuable than an annuity of similar amount to continue during the life of the latter. Let us refer the question to the annuity tables, and we shall find that the former is worth 17, the latter worth only 13 years' purchase, making a difference

of four years' purchase, or 510*l.* in fact, to make the reward the same; and assuredly it ought to be greater: the half-pay of the older officer should be increased in the proportion of 13 to 17, or, in other words, it should be 9*s.* 2*d.* per day.

We are aware that this is an extreme case, and that from the laudable care now exercised to prevent any undue burden on the half-pay list, it is but rarely that captains are allowed to retire after so short a period of service as ten years; but though the instance we have adduced is perfectly within the scope of the last Warrant, still we shall adapt our calculations to instances of more likely occurrence, and as a specimen of the total absence of everything like financial intelligence which has hitherto characterized our half-pay regulations, as well as the absolute discouragement which they offer to an officer to persevere in a course of long and honourable service, we submit the following scales, showing the rates in which the reward (though nominally the same) virtually decreases the longer the officer remains on full pay.

Take the case of a Lieut.-Colonel retiring after any of the following periods of service: his half-pay is 200*l.* 15*s.* per annum; the value of this as an annuity—and certainly it can be viewed in no other light—decreases in proportion to his length of service as follows:—

Number of years' service.	Probable age.	Value of H P. for remainder of life	Decrease in value for each year's service
25	43	£2912	
26	44	2472	£ 10
27	45	2832	40
28	46	2788	41
29	47	2742	46
30	48	2694	48
31	49	2640	54
32	50	2583	57
33	51	2523	60
34	52	2461	62
35	53	2398	63
36	54	2334	64
37	55	2268	66
38	56	2201	67
39	57	2133	68
40	58	2065	68
Total decrease for 15 years' additional service }			£847

Thus, the longer he serves, the value of that half-pay which is to be the reward of his service continues to decrease at the rate of from 40*l.* to 68*l.* annually; and the half-pay of the Lieut.-Colonel who has served 40 years is absolutely less valuable by about 847*l.* than that of him who has served only 25 years. In order to put them even on a footing of equality, if the half-pay of the latter is 11*s.* a-day, that of the former should be 15*s.* 9*d.* a-day.

Let us now look at the case of the Majors. The amount of their half-pay is 179*l.* 7*s.* 6*d.* annually, and its value decreases with each year of service in the following ratio:—

Number of years' service.	Probable age.	Value of H.P. for remainder of life.	Decrease in value for each year's service.
20	38	£2682	
21	39	2648	£34
22	40	2611	37
23	41	2580	31
24	42	2543	37
25	43	2515	28
26	44	2480	35
27	45	2445	35
28	46	2408	37
29	47	2368	40
30	48	2326	42
31	49	2280	46
32	50	2231	49
33	51	2178	53
34	52	2125	53
35	53	2071	54
Total decrease for 15 years' additional service }			£611

Thus, for each year the Major continues to serve, the value of that annuity which is to be the ultimate reward of his services decreases at the rate of from 3*l.* to 5*l.* per annum; and the half-pay of him who has served 35 years is less valuable by 61*l.* than that of him who has served only 20 years. In order to put them even on a footing of equality, if the half-pay of the latter is 9*s.* 6*d.* a-day, that of the former should be 12*s.* 3*d.* a-day.

Nor is the half-pay of the Captain better regulated, as will appear by the following scale:—

Number of years' service.	Probable age.	Value of H.P. for remainder of life.	Decrease in value for each year's service.
17	35	£2049	
18	36	2026	£23
19	37	2001	25
20	38	1976	25
21	39	1951	25
22	40	1926	25
23	41	1901	25
24	42	1877	24
25	43	1853	24
26	44	1828	25
27	45	1802	26
28	46	1774	28
29	47	1745	29
30	48	1714	31
31	49	1690	34
32	50	1614	36
Total decrease for 15 years' additional service }			£405

Here the ultimate reward for each year of service decreases at the rate of from 23*l.* to 36*l.* per annum; and the half-pay of the captain

who has served 32 years is less valuable than that of him who has served only 17 years by 405%. In order to put them even on a footing of equality, if the half-pay of the latter is 7s. a-day, that of the former should be about 9s. a-day.

But the climax of this disparity is attained when we compare the above *prospective* remuneration to old officers with the amount of half-pay *already drawn* by cornets and ensigns, whose services have in no instance extended beyond a few months, often not beyond a single day.

We have just shown that the half-pay of a colonel or lieutenant-colonel, who may wish to retire after even 40 years' service, is 11s. a day, worth to a person 58 years of age only 2065l.; but on reference to page 149, we shall find that no less than 23 ensigns, placed on half-pay in 1814, have each drawn from the public, including interest, no less than 1875l. Thus, independent altogether of the future half-pay which may be drawn, and which will in all probability amount to as much more, the ensign for his service of perhaps one day has already received from the public within 190l. as much as the total value of the lieutenant-colonel's half-pay, earned perhaps by a service of forty years.

It may, perhaps, be argued that the lieutenant-colonel has the option of selling out or receiving the difference, and thus realizing more than what we have estimated as the value of his half-pay; but there are many instances in which, from having a wife and family dependent on the widow's pension and compassionate allowance, in the event of his death, it may not be advisable for him to avail himself of that privilege, and he must be content to retire on the bare amount of half-pay above specified.

Had we in like manner compared the sums drawn by any of the ensigns on the half-pay list since 1814 with the value of that half-pay which is to reward a major of 35 years' service, or a captain of 32 years' service, we should find that, independent altogether of what half-pay may yet be drawn by the ensign, he has already received from the public within 195l. as much as the total value of the major's half-pay and 231l. more than that of the captain's.

These are interesting specimens certainly of the financial intelligence of the nineteenth century; and we were at first disposed to have attributed them to an uncommon obtuseness of intellect on the part of those with whom such financial arrangements rested; but they stand completely relieved from the onus of such a charge by the sagacity displayed in regulating the principles on which their own retiring allowances are to be fixed.

By Treasury Minute, 8th January, 1822, which we presume is still the law in these matters, it is ordered that the following is to be the allowance to clerks in the Government offices on reduction:—

Under 3 years' service . . .	Gratuity of one year's pay.
3 and under 5 do. . . .	Do. two years' pay.
5 and under 10 do. . . .	An annuity equal to one-third of salary.
10 and under 20 do. . . .	Do. do. equal to one-half of salary.

If above 20 years' service, according to the provisions in the first clause Act 3 Geo. IV., which are as under:—

For 10 and under 15 years' service .	An annuity equal to $\frac{1}{3}$ of salary.
— 15 and under 20 do. . . .	Do. do. equal to $\frac{2}{3}$ of do.
— 20 and under 25 do. . . .	Do. do. equal to $\frac{3}{4}$ of do.

For 25 and under 30 years' service	.	An annuity equal to $\frac{7}{11}$ of salary.
— 30 and under 35 do.	.	Do. do. equal to $\frac{8}{11}$ of do.
— 35 and under 40 do.	.	Do. do. equal to $\frac{9}{11}$ of do.
— 40 and under 45 do.	.	Do. do. equal to $\frac{10}{11}$ of do.
— 45 and under 50 do.	.	Do. do. equal to $\frac{11}{11}$ of do.
Above 50 years' service	.	Full salary.

Now we are by no means of that class who grudge these liberal provisions to such as have served their country, even in a civil capacity, well and faithfully. On the contrary, we are inclined to admire the excellent principles on which these rewards for service have been regulated, and to applaud the happy mixture of justice and liberality with which the retiring allowance is, after 20 years' service, made to advance from half to full pay, by an addition of $\frac{1}{11}$ th for every five years' service; but though this graduated scale has been adopted for several years as the standard of retiring allowances to the civil servants of the State, it is certainly somewhat extraordinary that no similar principle has as yet been extended to the military, for which, of all others, such a regulation seems most particularly adapted. The half-pay of the army has been indeed, to a certain extent, assimilated with the retiring allowances of civilians, so far as regards the necessity of a certain number of years' service, to found a claim to permanent half-pay, thus preventing the possibility of young men becoming annuitants on the public without a due extent of service to merit such a reward. This change, as effecting a great prospective saving to the country, seems to have been eagerly grasped at; but though even-handed justice required that, while the reward of the undeserving was thus diminished, that of the really meritorious should have been proportionably increased, the half-pay of old officers received no further improvement than that which arose from the slight modifications in favour of unattached captains and officers having brevet rank, introduced by the Warrant of the 27th October, 1834.

If this reluctance to increase the half-pay of old officers originates in economy, never was any measure more likely to defeat its own object. In these days promotion is so slow, except where large sums are expended in the attainment of it, as to hold out little inducement to an officer to remain in the service after he attains the rank of captain; and there being no prospect of any increase to his half-pay, the total absence of all encouragement, whether present or prospective, obviously acts as a bounty to retire at as early a period as possible. If a captain, after 20 years' service, is anxious to go on half-pay, he cannot well be refused this indulgence; but as he may even then be in the meridian of life, he is likely to remain an annuitant on the public for 20 years at least, whereas the prospect of an increase of a shilling a day to his half-pay for every five years' service, combined with even the distant chance of promotion, would in most cases be a sufficient inducement to serve for ten years longer. Though the increase of half-pay would thus be two shillings a day, yet as his age would have advanced ten years, the expense of his annuity to the public would not be much greater than if he had accepted the lesser rate ten years previously; besides the probability that, in the course of foreign service during that period, his claims for retirement might be extinguished altogether by his decease.

Some may suppose the privilege of selling out enjoyed by old officers to be equivalent to that increase of half-pay which rewards the prolonged service of those in civil employ. Even at best, however, such an argument could only have reference to the few who, having had the good fortune to obtain all their commissions without purchase, ultimately retire from the service by the sale of them. It is this class alone who can realize any advantage from that privilege, and even the reward thus attained costs the country nothing, but is paid out of the pocket of the officer who purchases, and at the expense of the professional prospects of those purchased over.

With regard, however, to such as have attained their rank by purchase, a class which, it has been ascertained, amounts to four-fifths of the officers in the service, the privilege of selling out affords no further advantage than that of realizing the sums their commissions originally cost them; and after perhaps braving for thirty years all the dangers incident to their profession in every quarter of the globe, instead of retiring on three-fourths of their pay, as a civilian would for a similar extent of service *at home*,—they quit the army without any reward whatever, and without costing the country one farthing for retiring allowance, either in the shape of half-pay or otherwise. Never, we will venture to assert, in any nation,—in any age, did the services of so large and so meritorious a class of public servants receive so inadequate a recompense.

A gross disparity in the rewards for service thus exists in our army, even among those whose claims on the bounty of the public are perfectly on a par. One officer of 20 years' service is probably a Captain, having purchased all his commissions; another of precisely the same standing has attained that rank without any such expenditure; both quit the service by the sales of their commissions, both receive the same price, but it is clear that the one who, in addition to his service, has absolutely been sacrificing the interest on his private fortune, only receives back the sum he originally paid for his commissions, minus that interest, and consequently gains nothing whatever in the shape of reward for his services; while the other, who has made no such sacrifice of his private fortune, obtains at least 1800*l.* for a similar extent of service, perhaps in the same regiment and at the same station.

By no class of officers is this want of an adequate retiring allowance more severely felt, to none is it more galling, than those who pass a life of physical suffering, privation, and exile, supporting the honour of the British arms in the far-distant regions of the East. Several we could point out who, after 20, yea, in some cases 25, years of uninterrupted service in his Majesty's corps in that country, have no better retirement to look forward to than the half-pay of their rank; while those serving in the less honourable employ of a company of merchants, retire, after the same extent of service in the same climate, on full pay for life—yes, not only on full pay, but with increased rank too. Those who retire, having completed the above period of service in the East India Company's Army, being in almost every instance Field-Officers; while those in the King's Army deem themselves fortunate if, in the same period, they have, without purchase, attained the rank of Captain. And yet in the hour of danger the very men thus unhonoured in their reward are ever placed foremost in the ranks of death; and it is over

their bodies the deadly breach is mounted—the embattled precipice scaled. From the days when British valour first placed a body of merchants on the golden throne of the East, where has been the enterprise, however desperate, to which these ill-requited men have not led the way, or which has not been scaled in their blood? We wish to excite no invidious feeling between the two Services; for well do we know that, had our brethren in arms their gallant countrymen to lead, no one could outstrip them in their career of glory—we only bring their respective merits into comparison for the purpose of showing the disparity in their rewards.

Britain surely can never urge the plea of poverty for being thus behind her very merchants in generosity to men who have not only gained but maintained for her an empire greater than any conqueror in his wildest visions of ambition ever dreamt of. Surely, after squandering, in the excess of her generosity, upwards of half a million on men who never served her for a single day, she cannot now refuse, on the plea of that extravagance, to improve the condition of those who have devoted their whole lives to her service. She will surely no longer stint the deserving in order that the undeserving may enjoy the plenitude of their reward, nor allow the regulations of her half-pay list to remain, as they do at present, a blot upon the financial intelligence of the age.

As in these days of improvement we are not ashamed to take lessons on legislation even from our hereditary foes, it may, perhaps, be as well to extend the comparison which we formerly made, of the full pay of officers in the French and British armies, to the relative advantages of these services in regard to half-pay, particularly as we shall be able to show much that is worthy of imitation, so far as regards the retirement thereby afforded to old officers, as well as the principles on which the grant of half-pay should be regulated.

The amount of permanent half-pay is, by the French regulations, made to depend on the length of service as well as the rank of an officer, and it increases from the minimum to the maximum rate according to the following proportions * :—

	Minimum.		Increase for each year's service.		Maximum.	
	francs.	£	francs	£ s.	francs.	£
Colonel	2400	96	30	1 4	3000	120
Lieutenant-Colonel .	1800	72	30	1 4	2400	96
Major	1500	60	25	1 0	2000	80
Captain	1200	48	20	0 16	1600	64
Lieutenant	800	32	20	0 16	1200	48
Ensign	600	24	20	0 16	1000	40

Though this appears at first sight a very low rate of half-pay as compared with the British, yet when we take into account the difference in the value of money in the two countries, which we before established

* See Ordonnance, 10th October, 1829.

to be about 62 per cent.*, we find it equivalent to the following amount in Great Britain, viz. :—

	Minimum, as above.	Increased by 62 per cent. equivalent to	Maximum, as above.	Increased by 62 per cent. equivalent to
	£	£ s. d.	£	£ s. d.
Colonel	96	155 10 0	120	194 8 0
Lieutenant-Colonel .	72	116 8 0	96	155 10 0
Major	60	97 4 0	80	129 12 0
Captain	48	77 15 0	64	103 13 6
Lieutenant	42	49 16 0	48	77 15 0
Ensign	24	38 17 6	40	64 16 0

Compare this, then, with the old and new rates of half-pay, being the minimum and maximum in the British service :—

	Minimum.				Maximum.			
	French minimum, equivalent to	Old rate British half pay.	Difference in favour of British.	Difference in favour of French.	French maximum, equivalent to	New rate British half pay.	Difference in favour of British.	Difference in favour of French.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Colonel	155 10 0	155 2 6	... ..	0 7 6	194 8	200 15 0	5 7 0	... ..
Lt Col. . . .	116 8 0	155 2 6	38 14 6	... ..	155 10	200 15 0	44 5 0	... ..
Major	97 4 0	136 17 6	39 13 6	... ..	129 12	173 7	43 15 6	... ..
Captain	77 15 0	91 5 0	13 10 0	... ..	103 13	127 15	24 2 0	... ..
Lieut. . . .	49 16 0	44 11 4	... ..	7 5 8	77 15	73 0 0	... ..	4 15
Ensign	38 17 6	33 9 2	... ..	5 8 4	64 16	54 15 0	... ..	10 1

The principal difference between the French and English half-pay regulations exists not so much, however, in the amount as in the period of service necessary to attain it. The French regulations in this respect being such, as to render it impossible for young Officers, unless absolutely disabled, ever to become permanent annuitants on the public. The grant of half-pay, even for the minimum rate, is limited to those who have served upwards of 20 years on full pay, and even then it is only awarded permanently, after they have been for a further period of 10 years on the temporary half-pay list. Under 20 years the duration of an Officer's half-pay is limited as follows† :—

For 20 years' service, 10 years' half-pay.	
" 18 "	9 "
" 16 "	8 "
" 14 "	7 "

* See Comparative View of Pay, &c., in French and British Armies, U. S. Journal, January, 1835, p. 9.

† Gouvot, p. 452.

{For	12 years' service,	6 years' half-pay.
"	10	5
"	8	4
"	6	3
Under 6	"	none.

For the attaining of the maximum rate of pension, 50 years of *nominal* service is necessary; but as every year passed in the colonies is allowed to be reckoned as 18 months, and every campaign as two years*; this in the British Army, where two-thirds of the service of an Infantry Officer are in the Colonies, can be considered as equivalent only to about 36 years; and as the time passed on half-pay is allowed to reckon as if on full, provided it does not extend beyond 10 years, the period requisite to attain this maximum rate of half-pay is by no means so prolonged as it at first appears. In the French service, too, there is not that tear and wear of constitution which unfits so many of our British Officers for the active duties of their profession, and forces them to retire from the service at an early age. The duties of French Officers but rarely call them beyond the limits of their own country, except during a period of active warfare, and their service more resembles that of our militia than troops of the line.

Though the maximum and minimum rates of French and British half-pay have been shown to be *in real*, though not *in nominal value*, much upon a par; yet as the period of service requisite to attain either in the French Army is so much longer than in the British, it is but a fair conclusion to suppose the French regulations the most economical of the two, and so they would undoubtedly be were it not that the burden of the British half-pay list is so much diminished by the privilege of selling out. In this way it has been already shown that a large proportion of Officers, amounting to not less than four-fifths of those in the Army, retire from the Service without any cost whatever to the country for half-pay, and in all cases where they have originally purchased their commissions, they merely receive the sums they originally paid for them, and not one farthing as a reward for service.

With regard even to those who, having purchased the whole or the greater part of their commissions, choose to retire on half-pay in preference to selling out, we shall find, if we take into account the annuity which they might have obtained from any Insurance office for the sums originally paid for their commissions, that the balance, which is all they virtually receive as a reward for service, is considerably less than even the minimum rate of half-pay in the French Service.

For instance, we have already shown† that if the ages of Officers retiring on half-pay were even as low as 38 for the Lieutenant-Colonels, 32 for the Majors, and 25 for the Captains, the sums they expended in purchasing their respective commissions would have yielded, if laid out in annuities, on each of their lives, 290*l.* 17*s.* 9*d.* per annum for the Lieutenant-Colonel; 193*l.* 19*s.* 7*d.* for the Major, and 102*l.* 10*s.* for the Captain; and as the half-pay of these ranks is only 200*l.* 15*s.*, 173*l.* 7*s.* 6*d.*, and 127*l.* 15*s.* 7*d.* respectively, it is pretty clear that both the Field Officers absolutely receive less in the shape of half-pay for

* Gouvot, page 432.

† See article on Promotion, September Number of this Journal, (p. 10.)

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their outlay than they would from an Insurance office; thus leaving nothing whatever for service, while the surplus of half-pay to the Captain, beyond the annual value of the money expended in order to attain that rank, is but 24*l.* 5*s.* per annum.

Even where an Officer purchases only a portion of his commissions,—and how few are there who do not?—still the value of the money thus expended, when converted into an annuity and deducted from his pay, is sufficient to reduce it considerably below even the minimum rate in the French Service.

The best way of exhibiting the superior advantages of the French Service in this respect, is to take the case of a British Colonel, say of 36 or 37 years' service, as the majority in our Army are at present, and who has attained that rank by the purchase of all his commissions. Let us suppose him to have started in life with 4500*l.*, and that a French Officer commenced his career in that service with a like sum. By the French mode of reckoning, 37 years in our Service would, from the extent of colonial duty, be equivalent to 50 in theirs. In the course of that period it may be safely assumed that the French Officer will have attained at least the rank of Major; thus allowing promotion by purchase to have advanced the British Officer two grades beyond him. Both retire from active service. The French Officer receives of half-pay, per annum, £80 0

But while the British Officer has expended all his capital in his promotion, the French Officer is still in possession of his, and the interest of it must, therefore, be added to his half-pay. This at 4 per cent. will amount to 180 0

French Officer's income on retirement, £260 0

But the capital of the British Officer having been expended in his promotion, all he has to retire on is his half-pay, 200 15

Balance in favour of the French Officer, £59 5

Besides having 4500*l.* to leave his family, in addition to the widow's pension and compassionate allowances granted by Government.

If the British Colonel sells out, he indeed realizes his 4500*l.*, but then he gets no half-pay; so that the French Major still has the advantage of him by 80*l.* yearly, besides the provisions to his wife and family which the British Officer forfeits by a sale.

If we suppose the Colonel to retire, receiving the difference, he would gain the interest of 1315*l.* to his income; but even this would be insufficient to turn the scale in his favour, and the comparison would then no longer be a fair one, as he would, by so doing, sacrifice the Government provision to his wife and family which the French Officer retains.

Even if the British Officer purchased only half his commissions, still the advantage would be in favour of the French, and the scale is only turned when we refer to the case of those who have attained all their commissions without purchase; but as this class comprehends less than one-fifth of the aggregate number of the Officers in our Army, it requires little demonstration to show, that, on the whole, the preponderance of economy is at present in favour of the British, though this economy, we regret to say, is effected at the expense of many deserving Officers, thereby consigned to an old age of penury and discontent, in order to

counterbalance that thoughtless extravagance with which our half-pay list has been burdened with young men who never rendered a day's service to their country.

In the preceding comparison, we have only taken into account the bare amount of retired pay in the French Army, without reference to the addition received by those who, in consequence of being members of the Legion of Honour or of St. Louis, are entitled to the pension corresponding to their grade in that order. If our readers will only be at the trouble of referring to the French Army List, they will find that this class includes nearly all the Field Officers, three-fourths of the Captains, and an eighth of the Lieutenants; and as it appears that the lowest pension drawn by any of the members of that order is 250 francs, or 10*l.* per annum, it would have been but fair to take such an important item into account.

But independent of this advantage, the French Officer is entitled to his retired pay in addition to the income derivable from any civil appointment he may obtain; whereas, in the British Army, he is precluded from thus turning his time or talent to account, by the regulation which prevents his drawing half-pay when holding any civil employ in the service of the State. So that, instead of there being any inducement to exert himself in order to render his circumstances more comfortable, he is condemned either to remain in a state of listless inactivity,—a drone in the bustling bee-hive of life,—supporting a useless existence on a pittance barely sufficient to secure him from starvation, or, in order to obtain employment, sacrifice altogether the hard-earned reward of his service.

Many who are more anxious to legislate on Military subjects than to be at the trouble of investigating them, on making the discovery that the French regulations grant no permanent half-pay till after 20 years' service, and then even a very low rate, and that it is not till after 50 years' service it becomes equal to the British, immediately fancy, by regulating our rates of half-pay accordingly, that a great measure of public economy would be effected; never considering the difference in regard to the extent of colonial service, or the still more important distinction created by the system of promotion by purchase. True, the French regulations are in this respect a pattern worthy of imitation, but not certainly on the plea of economy, for if one portion of our half-pay regulations is assimilated to them, of course it is but fair the rest should also be so; and that Officers who have purchased should, on retirement, receive the rate of half-pay corresponding to their length of service, and the sale of their commissions besides, which would much more than counterbalance the partial reduction in the rate of half-pay effected by its assimilation with the French. In the event, too, of any such change, British Officers must be placed on a par, in regard to the extent of honorary rewards and eligibility for civil employ; and, taking the extent of colonial service into view, 14 years must be assumed for the minimum rate, and 36 for the retirement on full pay, with a progressive increase of about one-twentieth part, annually, for each year of service between these periods. It is only on such principles that, in justice, any such assimilation could ever take place, and if thus effected, it would prove one of the greatest boons ever granted to British Officers; one which would effectually reward the meritorious, and prevent the possi-

bility of any misapplication of that fund which should be held sacred for their behoof.

It is remarkable what an anxiety is manifested by a certain class of public men to hold up for imitation every regulation of foreign states tending to circumscribe the pay or privileges of the Military, without ever considering how unjust it would be to carry such assimilation into effect only where it tends to deteriorate, but in no respect where it tends to improve the condition of our army. It is not long ago, we believe, since the propriety of limiting British officers to half-pay when on leave of absence was urged by a high official authority, on the plea that such was the practice in the French and other continental armies. Never, probably, was any proposition so unjust in itself—which would have been so unequal in its operation—or would have produced such general dissatisfaction through all classes of military men. Till the British officers are assimilated to the French, by obtaining their promotion without the necessity of purchase,—till the armies are put on the same footing in regard to the establishment of honorary rewards for the junior grades, and the limitation of the extent of colonial service, all points in which the French service has the advantage of ours,—would it not be the height of injustice thus to seize hold of one isolated portion of their regulations, and, merely because it tends to benefit the public purse, insist on carrying it into effect, leaving all the other points of distinction unaltered? Did the proposer of such a measure ever take into consideration that the French army is, in these times of peace, merely a species of militia employed to defend their country from foreign aggression; that they have the advantage of keeping up that constant intercourse with friends and relatives, which enables them at all times to find free quarters when on leave; while the British officer passes three-fourths of his military life on colonial service, to the total disruption of those ties which form the connecting link of society in civil life? Estranged by long absence, he is but too often a stranger even in the home of his fathers; and, instead of passing the few months of recreation which he is allowed from his regiment in some social circle of kind-hearted relatives, he but too often finds, like Syntax, "his readiest welcome at an inn."

Look what would be the effect of such a regulation. A regiment returns home from long foreign service, bringing with it a large proportion of officers by no means wealthy, who have been braving the dangers of a tropical climate for some dozen years at least. On its arrival in this country, a number of young and wealthy officers enter the corps, in the hope of enjoying the pleasures of home service. The period for obtaining the indulgence of leave arrives—half the officers are allowed to be absent; and the toil-worn veteran has at length before him the prospect of revisiting the friends of earlier years. The prospect, however, is but illusory, for, on the trifling pittance of half-pay, he knows it would be in vain attempting such a journey. He must, therefore, sacrifice this indulgence, earned by years of exile and privation, in favour of his junior officer, who, blessed with wealth sufficient to make his pay of little importance to him, could readily avail himself of it. The consequence is obvious: the rich would scarcely ever be present with their corps—the poor could never be absent from it.

So much for those who return home with their corps. There is

another class, who may have obtained leave from their corps when on foreign stations, and to limit those to half-pay would be a measure still more iniquitous. Most of them are suffering under the accumulated infirmities resulting from a protracted residence in the colonies—with diseased livers, bilious temperaments, attenuated frames, bearing in their shattered constitutions but too evident proofs of their physical sufferings. These men are constantly in need of medical aid; and how, we would ask, could that be procured out of a subaltern's half-pay of 4s. a day, when the charge for a professional visit is more than double that amount, and which charge, be it remembered, if an officer does not pay, as well as all his other debts, he is liable to be dismissed with disgrace from the Service? As to the mere items of maintenance and clothing, we leave them entirely out of view, as the parsimonious projector of such a saving must obviously have considered these the most trivial of all sublunary considerations.

With regard to officers thus situated, we deny that any such measure of economy would be borne out even by the regulations of the French service, which expressly state, "*Le ministre de la guerre accorde lorsqu'il le juge convenable de congé de convalescence avec solde entière.*"* Nor is this all; the officers of that service, in the event of bad health when on leave, have the privilege of being admitted into the military establishments nearest to their homes, and being there provided with lodging, maintenance, and medical attendance till thoroughly recovered, for which the charge deducted from their pay is only—for Field Officers, 3 francs, or 2s. 4d. a day; Captains, 2 francs, or 1s. 7d.; Lieutenants, 1½ franc, or 1s. 2½d.; and Sub-Lieutenants, 1¼ franc, or 1s. Thus, in this respect, the French Regulations are infinitely more liberal and considerate than our own.

It is true, however, that all officers returning from the colonies do not come home in bad health; and with regard to such as have had the good fortune to preserve their constitution unimpaired, these remarks may be held as inapplicable; but surely some indulgence should be granted such men for the banishment they have been doomed to: and as the expense of their passage home and back to their station has in general to be provided for out of their slender pittance of full-pay, to reduce that to half its amount would be equivalent to a sentence of perpetual banishment from the day their corps went abroad till its return—a period extending, in some instances, to upwards of twenty years. Surely the claims of such men to any indulgence their country can afford them, will never for an instant be put in comparison with those of French officers, who do not, in one instance out of a hundred, serve beyond the limits of their native country, except during a period of active warfare.

There is one class of officers, and one only, in the British Army, who can in this respect be considered as on a par with the French, or whose pay, on leave of absence could, with any degree of justice, be thus assimilated. These are the officers of our Guards and heavy Cavalry, whose services never extending, in time of peace, beyond the United Kingdom, have no such claims for indulgence as their less fortunate brethren of the Line. The great majority of that class, how-

* Genvot, page 169.

ever, being men of fortune, to whom the consideration either of pay or half-pay is of very trifling moment, it is perhaps scarce worth entering into any discussion on the subject, except to start one objection, which we apprehend would prove fatal to such a proposition. These officers, it must be remembered, having in almost every instance purchased all their commissions at enormous prices, expecting to receive full pay, as well on leave of absence as when present with their corps, it would certainly be a breach of faith thus to subject them to any such restriction, without making a corresponding compensation of a part of the prices originally paid for their commissions, which would perfectly neutralize any saving effected by the measure.

Luckily for the Army, a proposal so inimical to its interests was ultimately abandoned by the retirement from office of its projector; and we should not have referred to it, were it not to convince those who may have been its advocates, what a wide distinction there is between the claims of officers in the French and British service to such an indulgence, and to show that we are not afraid to enter the lists with them on any point wherein the economy of foreign armies is asserted to be a model of imitation for our own.

But why, we would ask, should the Military profession alone have been selected for such an experiment? Why should it have been the only one whose members were to be for ever bound to the dull routine of duty without a day's relaxation, except at the sacrifice of their pay? Was there any civil department of the State of which the official members did not enjoy a relaxation from the cares and toils of duty for a short period of the year without the necessity of any such sacrifice? On what principle then could the indulgence cheerfully accorded to civilians be refused to the military? There seems none, except the principle, too often acted upon of late years, that the Army is to be made the scape-goat in all cases of financial difficulty.

And why is it so? How comes it that a country indebted to the profession of arms for its empire, its colonies, its commerce, and its liberty,—a country which but twenty years ago was rescued by the valour of her sons from the very brink of destruction,—should now have so far forgotten these obligations as to make those very men, to whom she stands thus indebted, the victims of every petty project of economy? The fault, we believe, rests principally with ourselves. Accustomed to the rigid obedience of military discipline, too many of our profession shrink from argument as sedition,—remonstrance as akin to mutiny; and when any measure affecting their interests is at stake, quietly submit to their fate, instead of overwhelming the projects of their opponents by showing, as it is always in their power to do, that never in any army—in any country—at any period of history, was there a body of men from whose services so much has been gained, or who, for those services, have been so inadequately rewarded. We have already proved this to be the case by a detailed comparison of the pay and privileges of the British Army with those of the French and other continental nations: we shall in a future Number corroborate it by a reference to the pay of our Army in ancient and modern times.

ECONOMY OF A MAN-OF-WAR.

No. I.

Go! grasp the trident of the deep profound,
And speak in thunder to the world around.

CAPTAIN GLASCOCK'S new "Manual," together with the "Hints" of Captain Anselm Griffiths, present such a fund of practical assistance to the young naval officer, in the habitation, fighting, and navigation of Britain's bulwarks, that further remarks on those topics might appear supererogatory. But as all our readers cannot be expected to have access to those useful works, and while we are fresh from their perusal, we beg to submit a summary on the same national subject. It is a theme, indeed, upon which, from early and long-continued prepossession, we could greatly enlarge; but in a condensed view of the economy of a man-of-war, our object is rather to "fall in" with the able officers who have thus preceded, than merely to show in how many modes the same duty may be performed. This appears to us a somewhat necessary condition; since nothing can be more desirable, than that a fixed system of command and method should be established throughout our formidable Navy.

The voice of experience has established it to be a truth, that the ships and seamen of this kingdom are absolutely essential to its proper strength and security; it is therefore for the interest of the public to afford every encouragement for the full development of that power. Such a feeling is, we believe, very generally diffused among our intelligent and better orders, and not a little among such of the lower classes as are not yet estranged from their national prepossessions by the polluting dogmas of demagogues. Yet there is a party, and, from the present imbecile attitude of the Government, a somewhat influential one, who having thrown away the commerce of the country, at least as far as in them lies, would now willingly stifle the Navy. These cold-blooded calculators, by force of lungs and impudence, aided by the moral cowardice of many of their opponents, have crawled so close to the seat of power, as to become dangerous to the State; and it is time for Mr. Bull to kick them outside the threshold again, as well as the envious *anguis in herbâ* which wreathes its insidious folds among them.

One of the manifest signs of the ignorance of the day is the utter contempt with which the so called "March-of-mind Men" affect to treat the precepts of history; for these sciolous dabblers hold no phrase in greater scorn than that of "wisdom of our ancestors."—They must, themselves, however, undergo the ordeal which time makes in its revolutions, and we can confidently predict, that the exertions of a future Parliament will be largely called upon to correct the egregious blunders of our present Collectives. It was thus that the neglect of the Navy during the reign of Charles II.—who was actually catching moths while the Dutch were burning his fleet in the Medway,—occasioned such trouble and expense to his successors; and from this charge, the knighting of a few warriors cannot shield him. Our real patriots were anxious to see it restored to "its ancient reputation;" and the House of Lords drew up a long representation to Queen Anne on the occasion,

which they concluded in words so remarkable, that they may be used again by the same body ere long. "It is an undoubted maxim, that the honour, security, and wealth of this kingdom, depend upon the protection and encouragement of trade, and the improving and right managing the naval strength. Other nations, who were formerly great and powerful at sea, have, by negligence and mismanagement, lost their trade, and seen their maritime strength entirely ruined. Therefore, we do, in the most earnest manner, beseech your Majesty that the sea-affairs may always be your first and most peculiar care. We humbly hope that it will be your Majesty's chief and constant instruction to all who shall have the honour to be employed in your councils, and in the administration of affairs, that they be continually intent and watchful in what concerns the fleet; and that every one of them may be made to know it is his particular charge to take care that *the seamen be encouraged, the trade protected, discipline restored, and a new spirit and vigour put into the whole administration of the Navy.*"

The Pestilents and Immaculates might here advance, and with great truth, that our seamen have good wages, ample provisions, and excellent treatment; but for all and each of these blessings there are no thanks due to them. No sums of money can be thought by Parliament more justly and more reasonably paid, than such as immediately tend to the protection, trade, and prosperity of the kingdom; and therefore no bitter railings are likely to really disturb the supplies, even in the present state of the Commons. But the Innovators insidiously strike at our naval interests in a more vital part, by exciting disaffection, and endeavouring to throw odium on officers who have bled in their defence, by decrying them as tyrants when aloft, and dead-weights when their services were no longer urgently required. In the hour of danger the epithets were more complimentary; and had a certain lucky jobber in Indian contracts then been in good society, he would not have dared to express his rancour against worth*, because such a theme would have been unpalatable to any Englishman. Now, however, the cry of havoc has been yelled, and the curs are let loose upon us, so that it is nothing but the truly British spirit that impels his Majesty's lieges to betake themselves to the perils of the sea. The mob-orators will, indeed, admit that the seamen have done the State some service, but they always "remember to forget" how much of this has been owing to the skill, honour, constancy and courage of their officers. This is equally proved in the tempest, the toil, or the fight,—in each of which the officers not only cheerfully bear a part, but always lead. It cannot but be observed, that when we compare the force of the enemy with the very inferior strength of the English, in many of the engagements, we may almost persuade ourselves that the romantic fictions of chivalry were less destitute of foundation, than reason would teach us to believe. But without travelling into the regions of improbability, the numerous heroic actions of our gallant countrymen may serve to convince us that nothing is too arduous for knowledge and experience to accomplish, if bravery and perseverance accompany them. Such conduct, however, only proves their merits as public servants, and displays their capacity

* Here the noted H—c, who regularly thumbs our pages, will exclaim, after Dennis—"Hallo! I'm d—d if they don't mean me!"

to fulfil the duties which the country naturally expects from them; but they have exhibited qualifications of a still higher import, and, while performing the details of a department of the State, have tended to exalt the name of England among nations, by some of the finest traits of devotion, generosity, patriotism, and philanthropy, that gild the pages of her history. We need not cite instances, for the facts are widely spread. Yet we cannot forget the devotedness of Lieutenant Rion, who nobly remained in the *Guardian*, after the boats had left her in a sinking state. In point of generous liberality, the release of the Bishop of Iviza and his niece, with their money, plate, and effects, by Captain de l'Angle; and the conduct of Lord Exmouth, who, having found the wife of the unhappy Rovère, one of the Deputies *deported* to Cayenné, on board the *Vaillante*, restored her property to her, and repaid the seamen from his own purse—actions which do equal honour to the feelings and judgment. As the love of country among naval officers is proverbial, it assuredly is unnecessary to quote any of the numerous examples by which it has been proved; and of true philanthropy, there cannot be a more striking feature than was exhibited by Captain Macbride. This active seaman, after Rodney's action with Langara, found his old 64, and the defeated *Phoenix*, of 80 guns, the flag-ship of the Spanish Admiral, completely separated from their companions. The circumstances were such as to require both skill and address, as may be best explained in the proposal made by the Briton:—"The small-pox being in his Majesty's ship *Bienfaisant*, of a malignant kind, *the feelings of a British officer cannot allow him to introduce an infection even among his enemies*. From this consideration, and the very gallant defence made by Admiral Langara and his officers, Captain Macbride consents that neither officers nor men shall be removed from the *Phoenix*, taken by his Majesty's ships *Defence* and *Bienfaisant*, Admiral Langara being responsible for the conduct of his officers and men; and in case that we fall in with any Spanish or French ships-of-war, he will not suffer Lieutenant Thomas Louis, his officer, to be interrupted in conducting and defending the ship to the last extremity, agreeable to his orders: and if, meeting with superior force, the ship should be retaken, and the *Bienfaisant* fight her own way clear, Admiral Don Juan de Langara, his officers, and men, are to hold themselves prisoners of war to Captain Macbride, upon their parole of honour (which he is confident, with Spanish officers, is ever sacred). Likewise, if the *Bienfaisant* should be taken and the *Phoenix* escape, the Admiral Don Juan de Langara, his officers, &c., will no longer be prisoners, but freed immediately. In short, they are to follow the fate of the *Bienfaisant*, as, were it not for the distemper, they would have been on board of her."

We might readily multiply anecdotes of this tenor, for our annals abound with them. Ought then a service, which produces to the country results both beneficial and splendid, to be withered by neglect, or scathed by insult? Are men who have courted peril in defence of national rights,—who have spent their best years in fatigue, vigil, and harass,—who have patiently endured the evils of unwholesome food, and still more unwholesome climates,—and who have bravely encountered the fleets of the world: are such men to be branded as "dead-weights," by those who are strangers to spirit, virtue, and magnanimity? We

trust not; and, while lying on our oars, shall endeavour to point out what we think necessary to constitute a happy, active, and efficient man-of-war, as well as what are the attributes and qualifications of a good and intelligent seaman. It is not, however, our purpose to speak of the foremost men on this occasion, because we have already largely adverted to their merits in our pages; and we shall now show that most of their public character must be formed by the rules of the service, and of the officers they fall under. It is true, that in the battle or the breeze, they are capable of efforts almost super-human; but these efforts are generally set in motion and directed by the skill and adroitness of those who command them; and when we think of the Shannon, the Amethyst, or the Alceste, it is impossible not to associate, with the heroism displayed in those ships, the names of Broke, Seymour, and Maxwell. We therefore leave the professional character as a file for the vipers to gnaw at, and commence our remarks on naval economy with the

MIDSHIPMAN.

Under this well-known denomination we shall give the various duties that attend the "future Admirals," in their cockpit transitions from youngsters to Mids, Mates of watches, and Master's-Mates: they being all mere varieties of the same genus. But in thus commencing, as we presume our subject to have been duly borne for victuals and wages, we shall not here dwell upon the age at which a youngster ought to be embarked, nor on the moral courses which he is to pursue, they having been already largely and ably dwelt upon by Mentors of various classes. Our strictures will be more especially professional, on the supposition that he will not have left home without the contents of some useful homilies being baled out to him.

The candidates for naval honours are termed "Youngsters" in our Navy; and familiar as the epithet appears, it is co-equal with the *Aspirants* of the French, and the dignified *Caballeros Guardias-Marinas* of the Spaniards. No individual, therefore, can take exception to a name which will stick to each volunteer, from his going afloat till he is rated a midshipman. On his first arriving on board, he should avoid showing any symptom of petulance or sullenness, at the wag-gishness of his messmates, for the initiation is quickly over. It is true, that the horrors of the midshipman's berth—with their disasters, persecutions, losses, tosses, and crosses—have lately been hackneyed in print; but the tyro will soon find that, in order to make those descriptions humorous, the cases are worked up to the extreme of exaggeration. Those who look for surpassing elegance at sea had better not quit their stable homes; but such as embrace the profession in sober sense will find the accommodation quite as good as could reasonably be expected. The conveniences, indeed, ought always to be proportioned to the average means of those who are to use them, and should therefore not be expensive. "Giving too much money to youngers," says Captain Griffiths, "is the pride of wealth endeavouring to put merit out of countenance."

The youngster should commence his routine by keeping his eyes about him, and obeying the direction of his superiors with deference and alacrity; not, as some of the "straight-laced" are wont to do, grumble and go on—like Pistol eating his leek. He must avoid neg-

higence or uncleanness in his personal appearance, especially on duty, when his propriety of dress will be marked by a strict adherence to the uniform appointed by the regulations of the service; and he should never forget to salute the quarter-deck on mounting it, as a due mark of respect to the King's parade. Though the practice has been improperly infringed upon since the peace, he should always keep on the lee-side, and there be attentive for his officer's orders; summoning the men the moment they are required. Instead of the insulting "You, Sir!" so frequently applied, he should address every man by his name. He must apply himself diligently to acquire a ready acquaintance with technical terms, and learn to knot and splice, for which, if his conduct deserves it, he will easily find instructors enough. He must recollect that, though clothed with a brief authority, he is still only a first-class boy, and therefore should pitch his requests for assistance accordingly; nor ought he to forget Captain Glascock's "dinner-hint:"—"Should the Captain propose to his youthful guest an *inquisitive* trip upon deck, to ascertain the direction of the wind, or the position of the ship's head, the young gentleman will do well to take the *hint*, return a report, and retire.

The youngster should be frugal, and strictly regular in pecuniary transactions, especially in all the mess payments. He must be careful not to leave his traps kicking about, recollecting that his pay is so trifling as to be a mere retaining fee, and therefore of little aid to his private allowance in meeting needless expenses. As a debt of gratitude to his relations, and a spring of improvement to himself in the spirit of observation excited, he ought to indulge largely in epistolary correspondence; which, with the punctual keeping up of his log and watch, station and quarter bills, will ensure the preservation of his calligraphy. He should also pursue his studies in geometry and navigation, and evince every desire to attain the substantial elements of professional knowledge. During Nelson's continuance in the *Seahorse*, no person of his years ever paid more attention to the duties of his profession than he did; his ardent ambition being to render himself a proficient in seamanship. Locke was asked, how he had contrived to accumulate so much knowledge? he replied, that he attributed what little he knew to the not having been ashamed to ask for information.

Nor need the tyro repine at the mode of life he is engaged in, though numerous attempts are now made to disparage the good old discipline of the cock-pit; which, with all its faults, was mainly instrumental in forming the finest naval characters hitherto produced. Without defending its wilful privations, we think they were more in unison with the hardy, ready, open, and manly seaman, than the wanton luxury which is spreading its enervating feelers over the fleet. Let us appeal to a sound officer—to one well capable of giving a judicious opinion. The experienced Captain Griffiths is speaking:—"Make your midshipmen—gentlemen; give them comforts—make the ship desirable to them. But if you love your country, spare her the curse and its evil consequences, of making them dandies."

Having passed over his noviciate, the volunteer becomes an "Oldster," or rated midshipman, which, though still a subordinate station, has very important duties attached to it, and is that of a gentleman, since all must pass through it before they can receive higher promotion. He

who fills it is naturally anxious to emerge to a commission; but it is absolutely necessary that he who would command should first learn how to obey. "My dear Floratio," said Captain Suckling to his immortal nephew, "pay every respect to your superior officers, as you shall wish to receive respect yourself." And well may the gallant mid stretch himself an inch taller, when he recalls the words of that same nephew who styled midshipmen "the country's bulwark, its present and future hope." Think of this, O ye reekers! Indeed it is one of the finest features of the Service, that every one must labour through the customary probation, however exalted his hereditary rank or extensive his connective interests, as hath been exemplified by his present Majesty. At the commencement of the revolutionary war, when French loyalists of every description flocked to our shores, numbers of their military officers were admitted to corresponding grades of army rank; but the insuperable bar of cockpit noviciate could not be forged over, and though there were a few instances of their sea officers being kept a short time in commission, with their own ships and men, they were effectually precluded from the Navy List. Other services steer aloof of this very beneficial exclusiveness; and even Buonaparte, though desirous of organizing an efficient navy, had the weakness to run up his hopeful brother Jerome to the command of the fine forty-gun frigate, *Pomone*, in a couple of years after his initiation into maritime life. This was still more impolitic, though not more absurd, than the courtly custom of foisting little princes upon the army as colonels, and even generals, before they are out of their teens. We recollect a ludicrous instance of the angry effect which a mockery of naval rank had upon a warm-hearted youngster, who is at present one of our popular captains. The *Phaëton* frigate, having conveyed Lord Elgin to the Mediterranean, that Ambassador went to pay his respects to the King of Naples; an occasion on which several of the ship's officers attended. Prince Leopold, then a mere youth, was attentive to the youngsters, from the circumstance of his understanding and speaking a little English, and, addressing W——e, asked his rank: on being informed, the prince gave a self-gratulatory smile at the disparity between them, though their ages were on a par—"for," said he, "I am one ADMIRAL!"—"You an admiral," growled the mid, his lip curling with contempt at such a prostitution of the revered title, "why you are not fit to carry guts to a bear!"

There are many and important calls on the midshipman's conduct and ability; and by his mode of acquitting himself thereof, the success, or otherwise, of his future career may be pretty fairly predicted. Of the early propensities of naval heroes, for the achieving of great and glorious deeds, our records are replete. Almost on his first entrance into the service, Cloudesley Shovel hearing Sir John Narborough express an earnest wish that some papers of importance might be conveyed to a distant ship, he undertook to swim through the line of the enemy's fire with the dispatches between his teeth:—a feat which the boy actually performed. While the *Defiance* and *Aigle* were closely engaged in the memorable conflict of Trafalgar, Mr. Spratt, a master's-mate, plunged overboard, swam to the enemy's stern, entered by the gun-room port, alone, courageously made his way through the different decks, and succeeded in gaining the poop, where he attempted to haul

down the French colours. The spirited youth was now attacked by several grenadiers, and must have fallen, but that, in the critical instant, the British boarded, and he was rescued with only a severe wound in the leg. The present captain Coghlan had only served four years and a half in the Navy, when he was promoted to the rank of Lieutenant, by an express order in council, for most gallantly boarding *La Cerbère*, a heavily armed gun-brig, moored with springs on her cables, within pistol-shot of three batteries, and surrounded by several flotilla vessels. Her crew consisted of 87 men, who were completely prepared and at quarters; yet such was the impetuosity of the assailants, though only 20, and in a single boat, that she was carried and brought out. So delighted was the veteran Lord St. Vincent with this daring exploit, that, besides recommending the young warrior for promotion, he himself ordered a sword of a hundred guineas value, as a mark of his admiration.

To work ends such as these, mere bravery will not suffice. Courage, coolness, and intrepidity are the requisites for the dangerous profession of arms; and he who feels himself deficient therein, or to whom the privations and duties of nautical life are disagreeable, should at once quit the arena. Every foremast man should be brave; but the officer is expected even to surpass him in valour, as his leader, and moreover to possess judgment and resolution to direct efforts. This can ensue only on the successful cultivation of professional knowledge; for the officer who is not practically and scientifically acquainted with his duties must, in a great degree, be a slave to the opinions of his inferiors in rank; and this will always be painful in direct proportion to his ignorance, which must inevitably stain him with the bitter reproach of being "an officer, but no seaman." We shall, therefore, proceed to submit such advice as experience has shown to be of value to young aspirants, so much of whose future happiness and prosperity must depend on their early exertions. In no other service, perhaps, does a man's advancement result from his own character and attainments as it does in the British Navy; to prove which we have but to trace the number of peers, baronets, knights, and officers of rank, who have risen, without any interest, but that of their own working, from the lower walks of society.

The midshipman should carry himself with even more rigid decorum on the quarter-deck than that which he practised as a youngster; taking his hank-for-hank walk with unbecketted hands, and keeping a quick eye and open ear for the directions of his *supernal*. All orders should be received and seconded with prompt cheerfulness, not so much for the object of courting the peculiar favour of any officer, as because such celerity is founded on the very spirit of naval duty; though a desire of ingratiating a commander, by a meritorious attention and deference to his official wishes, is likely to promote advancement.

The necessity of keeping an active and wakeful watch cannot be too strongly inculcated, lest a habit of diving at unlawful times should follow the mid into his lieutenantcy, and subject him to a court-martial. These four hours at a spell are reckoned heavy by such as entertain no real predilection for maritime life; but they may be greatly lightened by assiduity to the general and particular affairs of the watch,—as seeing the hammocks well stowed, and looking to them again when piped down; being attentive to every evolutionary movement; seeing that

boats are promptly manned, or cleared; and in taking care that the men repair to their respective stations without making unnecessary noises, or indiscriminate calls. When loosing, reefing, or furling sails, he should not "remain perched like a parrot on the cap, reiterating senseless sounds," but show himself an example of silence and attention to the duty about to be performed; recollecting never to give an improper order, for an ignorance of practical routine is reckoned an unpardonable deficiency by those who are to follow his directions. He ought to practise himself in heaving the lead, and in steering so as to "feel" the helm. He should be constantly on the alert, clapping a strict eye on the Admiral's ship, and reporting to the officer of the watch the most minute movement he observes to be made. He must be vigilant on the look-out men; and on no account should they be called from their posts, to let go, or haul upon a rope; for such momentary absence might be the immediate cause of destruction. "This reprehensible practice," says Glazcock, "has become too prevalent on the peace establishment. The *short-handed* excuse will be found but a poor apology for the *short-sighted* disaster."

When dispatched away in a boat, the midshipman should see that the grapnel, barecas, gear, and other appurtenances, are all in order and readiness; it being a service in which a young officer may display much judicious conduct. If the object is against an enemy, he should see that the arm-chest be duly attended to, and that spare rope, axes, blue-lights, tinder-box and candles, tourniquets, muffling for the oars, an iron boiler and fuel, with the usual necessary articles, are carefully stowed. While the ship is in sight, he should keep his eye on her, or depute another so to do. When watering, or transporting provisions, or other similar duties, he must not, without occasion, quit the boat; and he should be mindful to salute a superior officer in passing. He ought ever to keep in mind that, under neglect, the effects of a sail may be a sale of effects, and that therefore the sheets should never be belayed, but held by a half-turn in the hand. When going alongside*, or shoving off, at sea, he must not allow the crew to toss up their oars, lest they be forced through the bottom; nor should he admit of the men standing up when shortening sail in fresh winds. Above all, he should be careful never to land on a strange coast without bringing to a grapnel and carrying out a stern-fast; or should this be impracticable from natural causes, the men left in the boat should be directed to keep her afloat. The neglect of this has been productive of numerous and fatal disasters, of which we need only mention the recent case of Commander Skyring, who, in December, 1833, was murdered and mangled by the natives of Cape Roxas, on the coast of Africa; having landed at high water, his boat was—to use the mildest term—*unfortunately* allowed to ground, and in that state his men were suddenly surprised and overpowered.

When elevated to the dignity of mate of the watch, the midshipman is expected to exert still greater diligence, as the assistant to the commissioned officer of the weather-side; his additional duties being rewarded by increased consequence, and morning-watch breakfasts with

* The "No, no!" of a midshipman to the hail, when going alongside at night, is one of the authorized falsehoods of form; like that of the sentry who bawls out "All's well!" in an hospital ship.

his superiors. He should now have his watch and station bills by rote; attending while in port to the boats and decks, the state of the hawse, and the turn of the tide; and when at sea, he must repair to whatever part of the ship in which his services are most needed, for carrying on the executive duties. On relieving the deck, the state of the weather and the quantity of canvas abroad should be duly noticed; the watch should be promptly and impartially mustered, and the look-outs sent to their stations. After each evolution he should see that every rope is an-end, and carefully coiled for running. In heaving the log, and marking the log-board, he should aim at greater accuracy than it is customary to observe; and he may now examine into the cause and effect of the orders given in working the ship, so as to master the *rationale* of evolutionary motion, without which he cannot become a tactician. If he be occasionally entrusted with the charge of the deck, in fine weather, he should zealously meet the responsibility which the captain, who confers such a mark of confidence upon him, incurs by so doing.

Having distinguished himself as mate of a watch, the midshipman is likely to become a rated master's-mate, with increased pay, prize-money, duty, and charge, as the first-lieutenant's factotum, and, in some respects, that of the master also. It is a situation requiring much activity, though, since the introduction of tanks and Truscott-pumps, one of the most irksome nightly labours—that of working through a tier or two of casks to get at the diurnal supply of water—is avoided. As superintendent of the lower-deck, the master's-mate is accountable for its condition and discipline; and must attend to its several duties from day-break till the evening, having the night in, unless the hands are turned up—whence he is termed the day-mate. He is to berth the hammocks, and see that they are properly hung up when piped down, and carried on deck again in the morning.

Captain Glascock, in giving some sensible rules on berthing, recites a whimsical instance of an error in that operation. An officer, who had imagined himself particularly expert and expeditious in the completion of his task, appeared on the quarter-deck to report the same to the senior lieutenant. "Sharp work!" returned his superior; "come, I'll accompany you below, to inspect your labours." The lieutenant repaired on the lower deck, when, looking overhead, he discovered all the black numbers on one side, and all the red on the other. "Holloa! how is this? red, starboard side; black, larboard!" "All right, I believe, Sir: you'll find each watch berthed on its *own* respective side." "Then, Sir," returned the lieutenant, "I shall find that the mate of the lower deck has made a most egregious blunder; so when the ship's at sea, the weight of the watch below is to be all on one side?" "I never thought of that, Sir?" "So it seems." The brush of the painter was immediately put into requisition to remedy the unlucky mistake.

The master's mate is expected to write the "ship's" log—to second the master in stowing the holds—to see the cable gear in perfect readiness for use, and to place everybody at their stations in mooring and unmooring. He is to overlook the operations of the ship's cook, to be present at the cutting up of the meat, and invariably to attend the mixing and serving of the grog. He will inspect the number and state of the messes, and be alert in sending every man from below when the

hands are piped up. He is to look carefully to the cleaning, airing, and ventilating of the lower decks; never allowing of wet clothes below, nor permitting naked lights in the orlop, cable-tiers, or the hold. He should watch the ports in squally weather, and see that the carpenter's crew bar them in every evening. The lower deck is always the more orderly for his constant attendance, and the more he relinquishes ship and shore visiting, the better will his post be supported. We once served in this station on board a fine man-of-war, of which that good man and excellent sailor, the present Commander Sangster, was the first lieutenant,—an officer well-known to be one of the most determined ship-keepers in the service. We had made a very favourable report of the decks, as a preliminary, and hoping thereby to have rendered him propitious, requested "leave" to go with a party about to shove off. "When I and the sheet-anchor go ashore, Sir, it will be quite time enough for the day-mate to ask," was the reply.

If the master's mate cherish a sincere desire to promote the good of the service, most of these duties will be easy and pleasing. From his constant intercourse with the men on the lower deck, he has much in his power to render them comfortable, or otherwise: his office should therefore be exercised with discretion and firmness, so tempered as to avoid oburgation and vexatiousness. He may be free with the crew, but not familiar; and a due consideration of the intrinsic worth of the regular man-of-war's man will make him bridle capricious language, and refrain from opprobrious epithets. The more temper and steadiness in the mate the less noise and confusion will there be in the execution of duty; and he should carefully avoid every species of profane oaths, curses, and execrations, they being, as the Articles of War eloquently express it, "in derogation of God's honour, and corruption of good manners." And as a monitory hint, we strongly advise this officer to avoid disputations and hasty complaints; and not, by frequent appeals to the quarter-deck on frivolous matters, risk the being unattended to on graver ones. Nor should he join in any cabal or party, or make reflections on the *supernals*, among his messmates, as, independent of its being a breach of naval law, it generates distrust, insolence, and disaffection among the young hearers.

Nor are these the only objects which must occupy the attention of the youthful officer during his noviciate. The garniture of his mind ought to be an anxious consideration; and he should recollect, that "where there is a will there is a way." When information is panted after, it is half acquired; "the sorrow," observes a Singalese philosopher, "which a man feels from the consciousness of ignorance, is like the joy of heaven,"—because it supposes an accompanying desire for the acquisition of knowledge. The tyro by this time has allied himself to the Service "for better or worse," and is now a servant of the State for life; he must, therefore, if he works for the honours of service, diligently labour in his vocation.

Among the foremost professional studies are gunnery and nautical astronomy; on which it is only necessary to observe, that without a proficiency in the laws of projectiles, an officer is at once deprived of two-thirds of his offensive means; and without frequent practice in celestial observations, no one can become an expeditious or accurate observer. We would recommend a great extension of such studies,

were it not that we are now merely mentioning what may be deemed absolutely necessary: the youth, however, must turn a deaf ear to sneers on intelligence: "He should recollect," says Falconer, "that no example from fools ought to influence his conduct, or seduce him from that laudable ambition which his honour and advantage are equally concerned to pursue." It is true that a man may be a good officer without aspiring to the transcendental analysis; but the allurements to idleness are so numerous, that it is injurious to arm the indolent with any excuse for their deficiencies, and thereby countenance their lack of attainments. Much as we have heard of the "want of opportunity" in a sea life, we assert, without fear of sound contradiction, that if there be any place which affords more time for improvement than another, it is a ship.

On these grounds we regret that Captain Griffiths has made the following remarks, since they are *ex parte*, and do not take into account the failures and losses incurred by ignorance:—"A seaman," says he, "may do much without great mathematical knowledge. Our Navy have done so; while mathematics would make but a bad figure without seamanship*. The courage of the French cannot be called in question, their seamanship perhaps may. The courage of the Americans is equally unimpeachable, their seamanship undoubted, while their knowledge of mathematics is nothing pre-eminent." Now this does not quite tally with the notions of the Yankees themselves:—"We have taught the British serpents," said a Boston orator, "that we know the science of gunnery better than they do; and the first time we catch them in line-of-battle, we'll teach them something in tactics too."

Not only the professional branches of service should be closely studied, but also those which tend to enrich the mind in various other departments, for there are unemployed portions of every officer's life when such acquisitions prove a blessing, and the want of them a curse. Those who have already had the benefit of classical instruction should by no means neglect it, for it is a fine intellectual polish, which tends to exalt the character and consideration of the acquirer:—"Recollect," said Nelson, "that you must be a seaman to be an officer; and also, that you cannot be a good officer without being a gentleman." Many youths have entered the navy with a tolerable stock of learning, which has been allowed to rust, from the iterated carpings of those who know no better.

"Had the time which our officers at school," says a recent writer on marine education, "spent on Greek and Latin, been bestowed on English grammar, we should not have had at that eventful period, and even now, so frequently to blush at the blunders and inaccuracies of our naval dispatches." Now, although this is put quite as a positive Q. E. D., we defy the assertor to prove that, in any one instance, these blunders were made by educated men; nor do we well comprehend how any one conversant with the classics is necessarily ignorant of English. Were those Latinists—Nelson, Collingwood, Keats, and Penrose—incapable of writing letters?

Study and recreation may proceed hand-in-hand. Sir William Petty was evidently thinking of this when he included hydrography, fishing,

* Who ever dreamed of such a *non sequitur* as this?

meteorology, marine laws, and naval history, among the requisites of a navigator. We would therefore recommend, instead of the light reading only, now so profusely disseminated, that the intervals of severer pursuits be enlivened and relaxed by narrations of voyages, shipwrecks, battles, and courts-martial, because the amusement is accompanied with an accretion of discernment on professional occurrences. But, above all, biography affords the most pleasing scope for the young officer, being a more effectual incentive to emulation than general history. Of the actions and opinions of great and good men, it has been said—

The man that is not mov'd with what he reads,
That takes not fire at their heroic deeds,
Unworthy of the blessings of the brave,
Is base in kind, and born to be a slave.

At all events, such reading will ensure a better tone than the listless course which many steer, who seem to embark to eat, to sleep, and

Play at cards, or scandal blab, in
The dull confinement of a cabin.

It is needless to declaim against mere amusement, for, like every other principle of our nature, it claims indulgence. But still it may, in most cases, be made subservient to utility. Every exertion should be directed towards the acquirement of dexterity in swimming, riding, rowing, fencing, and exercises of every description; for gymnastic sports are conducive at once to mental and corporeal health. Nelson, speaking of dancing in a letter to Lord Cork, observed,—“ Indeed, the honour of the nation is so often entrusted to sea-officers, that there is no accomplishment which will not shine with peculiar lustre in them.” Yet much derision has been directed, in these *liberal* times, on that art having been taught to the students of the Naval College at Portsmouth. “ The public and the profession,” says a testy writer on the subject, “ ought not to be insulted by the yearly exposal in the Navy Estimates, of a *salaried naval dancing-master*.” Italics in print “equal” emphatics in pronunciation, and in this instance mark the declaimer’s wrath. But he could hardly expect the *artiste* to be sufficiently public-spirited to teach the boys without a salary. Nor is the practice of recent introduction into that establishment; for, that its original founders projected the appointment, is clear enough, from the following list of the functionaries, which we now copy from an official manuscript before us:—

Royal Academy for educating Young Gentlemen for Sea-service, established by his Majesty’s Order in Council, dated 21st February, 1729; and an Order from the Right Honourable the Lords of the Admiralty thereon, of the 26th October, 1733.

	£	s.
Commissioner of the Navy residing at Portsmouth, as Governor of the Academy	100	0
Mathematical Master	150	0
Usher	100	0
French Master	100	0
Drawing Master	100	0
Fencing and Dancing Master	80	0
A person to keep the arms clean	10	0
Surgeon of the Yard, for physic and attendance	20	0
Master-attendant.—ten shillings each lesson, 26 in a year	13	0
Master-shipwright, for 26 lessons	13	0

Gunner of a ship in ordinary, five shillings for each exercise, 12 exercises in a year	£ s.
	3 0
A person to teach the exercise of the firelock, five shillings each time, 52 exercises in a year	13 0
Charge of materials and workmanship, for incidental repairs and other contingents	40 10
Total expenses of the Naval Academy	742 10

But while the successive grades which we have mentioned are progressing the sand is running out, and the youth who embarked with us has become entitled to the name and cares of man; though still without a commission. It is true that six years are the allotted time of service, but he may be reckoned fortunate on whom promotion attends in a couple of lustres. Meantime the aspirant, finding himself destitute of permanent rank, becomes listless and discontented, envying the ensigns and lieutenants of the Army, and wishing for an intermediate naval grade to equalize with the subs. In this, however, he certainly mistakes his own interests. The multiplication of steps to places of honour may retard the advancement of the meritorious, but will prove an "accommodation-ladder" to the wishes of those whose only claim lies in interest. It is therefore better to wait on, since every one who serves well is pretty sure of a commission at last; and this, be it remembered, confers at once on the bearer the rank of an army-captain. An experiment to fritter the sea-grades has been tried in our own times. Early in 1805 it was directed by an Order in Council, that midshipmen who had served their time were to be employed as sub-lieutenants on board of such armed brigs as were commanded by commissioned officers; for which service their pay was 4s. per diem; and when they were not in commission they were to receive half-pay. They were allowed to rank with army subalterns, and their uniform was that of the undress which the lieutenants then wore. This very equivocal step on the scale of preferment was trod by some hungry old mates, but as it plainly militated against further promotion, under the plea of satisfying a claim, it became unpopular, lingered languidly, and expired about 1812,—one of the last being dismissed the service, at Cadiz, for drunkenness and consequent neglect of duty.

The time, however, during which the anxious midshipman is looking out for his commission, as we have already shown, need not be passed unprofitably. The course which he has now undergone has qualified him for taking charge of a watch or a prize; in a word, for all the duties of his expected step. His good conduct will have relaxed the bonds of etiquette, and afford him an opportunity by seeking the society and conversation of the best and most experienced officers to improve his conception and views of the service,—while the higher professional attainments will occupy all the spare time at his disposal.

In concluding our admonitions to the Cockpittites, we have a recommendation to make. The usual mode of copying each other's log-book, not only in the remarks, but often in the reckonings, is a dull piece of drudgery, and perhaps serves little other purpose than making midshipmen write. But this is the abuse of an excellent practice; for the keeping a full journal is a simple and easy process of advancing in knowledge, by the spirit of observation and comparison thereby in-

spired; added to which, it is always a welcome sop for the grim Cerberus, before whom all midshipmen are doomed to appear, and answer touching their qualifications for promotion. It is true that the daily detail of winds and weather is monotonous, but it may be useful to the meteorologist; and though the meals and watches, and washing of decks, and mustering at quarters, are subjects of no interest, yet the vicissitudes of service afford objects for every kind of inquiry. A daily paper published in France, before the Revolution, always noted some remarkable occurrence on the top of it, which had happened on that day in some preceding year; these collected, in time formed a useful compendium of notable events. Now, in each day's log, there is generally some space left, which an officer might fill up in such a way as to afford himself relief from languor in long cruises, and form a tolerable abstract of naval chronology. "It is a strange thing," says Bacon, "that in sea voyages, where there is nothing to be seen but sky and sea, men should make diaries;" but if this plan were to be followed, the diary might become of use, and every year would manifest the progress of reading. Thus we would daily note some important discovery, memorable battle, useful invention, and birth, death, or meritorious action of the greatest sailors, of which it was the anniversary. Nor would we omit any deed which was notorious for its turpitude, for bad men cannot be punished in this world more severely than by those actions being duly recorded, which will ever render their names execrated; few, we trust, being so far depraved as to seek fame, like Eratosthratus by an act of deliberate villany. Confined wholly to sea-affairs we would include every thing relating to the establishment of colonies and coast detail. If there were nothing eminently useful in such a compilation, it would at least have the minor merit of exercising the memory; it would battle the watch with the blue incubi, and at any rate would be better than the listlessness of taking no interest at all. As an instance of the matter to be introduced, two or three random samples may suffice:—

3rd Aug., 1492.—Columbus sailed from Palos, on his first voyage, with three small vessels and ninety men.

24th Aug., 1572.—Admiral de Coligny was butchered in his bed, in the infernal massacre of St. Bartholomew.

25th Sept., 1580.—Drake returned to Plymouth, after having fearlessly navigated the globe, in about two years and ten months.

2nd Feb., 1688.—The great French Admiral Duquesne died, and was, on account of his religion, ignominiously buried by the side of a ditch.

24th July, 1704.—Gibraltar surrendered by capitulation to the English, under Sir G. Rook, three days after the first attack.

16th Oct., 1759.—The first light was exhibited from that noble structure, Eddystone Lighthouse.

28th June, 1782.—The Royal George, a first-rate man-of-war, cap-sized and sunk at Portsmouth, when, besides nearly all the crew, 200 Jews and 100 women were drowned.

9th Jan., 1806.—The noble Nelson was interred in the metropolitan cathedral, by desire of his Sovereign. The ceremony was attended by seven Royal Dukes, and a host of nobility, gentry, and officers, with a more imposing pomp than was ever witnessed in this country.

RECOLLECTIONS OF THE BRITISH ARMY, IN THE EARLY CAMPAIGNS
OF THE REVOLUTIONARY WAR.

"The English people are warlike without being military, and, under the pretence of maintaining liberty, oppose all useful martial establishments."

NAPIER'S *Peninsular War*.

THE above extract from Colonel Napier cannot be too often repeated with reference to the state and discipline of the British Army. I shall endeavour to prove the force of his remark by looking to the state of the Army at the commencement of the Revolutionary War, and illustrate it in some degree by recollections of one or two of the campaigns of that period.

The establishment of the year 1792 has been often quoted by the economists as the standard one for peace, without any reference to the increase of population, or extension of our colonial system; but let them have credit for all they claim on this score, and then contrast this state of things with our utter poverty of means when war was declared. It is not my intention to discuss the point, whether the war of 1793 was "just and necessary;" it is sufficient to say that we were involved in it suddenly, and without any means in our power to bring it to a successful issue. I may here remark, that let the state of discipline and order in corps be individually what they may, the British Army, after a peace of eight or ten years' duration, have every thing to learn afresh, even in our advanced state of military science.

The nations on the Continent, who place confidence in their armies, take very good care that, in the intervals of peace, their troops should keep up the knowledge so essential to them when they take the field: they have camps of instruction, where all the details of a campaign are gone through; and when the soldier is called into action he knows that he has other duties to perform besides keeping his arms clean, and wheeling as on a parade; he becomes perfectly acquainted with out-post duty, formation of camps, and entrenchments, bivouacking, foraging, and last, not least, preparing his food and cooking it.

What is the comparative situation of British troops in peace?—Scattered over the habitable world by half-regiments, in different garrisons, or frittered away in detachments in Ireland, the soldier has no other study but to keep his arms and accoutrements in order, to recollect as much of his marchings and wheelings as may save him from being sent to drill, and to be sober when he is ordered for guard-mounting. Lodged in good barracks, and his daily food placed before him, he gives himself no further trouble, and neither knows nor cares how the serious game of war is to be carried on at some future day. The regiments are in "apple-pie" order; the General commanding the district tells them they are all he can wish; but, unless they happen to be in Dublin garrison, and witness a few sham fights in the Phoenix Park, they are utterly ignorant of the combined movements of a body of troops, even so large as a brigade.

If this is the case with the infantry, how much worse is it with the cavalry! Sometimes years elapse without even the whole of a regiment being brought together; they are dispersed all over the country in small detachments, doing the duty of gens d'armes and petty constables,

and are only required to possess that degree of philosophy which enables a man to sit still in quiet self-possession under a shower of brick-bats. When ordered on service, although possessing the best *matériel* in the world, in men, horses, and equipments, they are decidedly inferior to their opponents; and it requires at least two campaigns to bring them to a knowledge of their duties in the field, entirely from want of practice.

The Artillery is the only branch that, by being kept together, attain that knowledge requisite for immediate entrance on a campaign; and even then they have a great deal to learn when they go first on service.

Setting aside the prejudice that exists about a large army being dangerous to the liberties of the people—which most sensible men of the present day consider a mere bugbear,—it might easily be proved, on the score even of economy, that it is bad policy to reduce the Army and Navy to the present low standard. Let the actual saving be set out against the enormous expense incurred at the breaking out of a war, and we shall find little reason to exult in our savings. Suppose you want to raise 30,000 men, the bounties (which are now nominal, and not more than furnish a good stock of shirts and shoes) rise, like other commodities, with the demand: through the whole of the last war, sixteen guineas for recruits, and ten pounds from the militia. The first levy must be by recruiting: we shall tell the calculators to find out what that comes to for 30,000 men, of which we may say 2000 are lost by desertion and death before they have gone through the first stage of discipline; and then, in supposition of an active campaign, to provide every year the same amount in bounties alone, and it will be found that the cheese-parings of the celebrated 1792, for example, have been soon evaporated.

I should venture as an opinion that, taking into view the extent of our colonies, and the ticklish position this country is in with the rest of Europe, the peace-establishment for Great Britain, including the troops in India, should not be less than 150,000 men, with thirty sail of the line, and a proportion of frigates and small vessels.

Let us take a glance at the state of Europe in this, the twentieth year of peace. The nations of the north still stand to their arms, awaiting the settlement of one or two political questions, not likely soon to be arranged. We are at present ostensibly on very good terms with our French neighbours; but that understanding is liable to interruption by any political change at present not foreseen. What then would be our relative position?—In addition to a million and a half of National Guards, they have a regular army of 400,000 men, for the greater part ready, on the soil of France, for any enterprise; while we, out of our 84,000, could not muster (with what could be spared from Ireland) above 18,000 or 20,000 men. It should also be borne in mind that, since the invention of steam-vessels, the security of our insular situation has been much deteriorated, and the wooden walls afford no longer the defence they used.

Let us return to the year 1793.—When the war broke out, it might have been said, that we had neither a navy nor army fit to accomplish anything. At the commencement of hostilities there were only a few ships in commission, badly, or at least weakly, manned; impressment, of course, was resorted to; and in addition to that original grievance

the men were badly fed, worse paid, and cheated in every direction ; the consequence was that discontent arose, and ended in mutiny. The Army was a mere nucleus, good enough in itself, but powerless for any great enterprise. Whatever part of it was at all disposable was collected together, and sent off to Flanders, to be joined to the Austrians. The troops were animated with a good spirit, and brave, like all British soldiers, but they were entirely unused to the details of a campaign, and in that helpless state had to undergo all the severities of a retreat in the depth of a severe winter, the history of which is still fresh in the recollection of most people. The troops who remained after this disastrous affair were immediately shipped off to the West Indies, and there expended. It will not be too much to say that in the end of 1794-5 there was actually no British Army. To fill up the vacuum, resort was had to that most ruinous and inefficient mode of raising men for rank, which opened a field to the most disgraceful traffic, without effecting the object in view. There was to be sure a great nominal increase : the regiments of infantry sprang up like mushrooms—there were 135 of them numbered, and either 32 or 33 regiments of cavalry ; but this was “ all sound, signifying nothing.” Officers anxious to obtain rank were not very particular as to the subjects that offered ; and those that passed them, having a fellow-feeling on the subject, were not more precise. Hundreds of men made a regular trade of enlisting, passing, deserting, and again enlisting ; and in several instances in Ireland, men have been known to put themselves up to the highest bidder.

When the Duke of York took the command in chief at home, he saw at once all the evils of this system ; he set to work directly ; all these fungous battalions were reduced, and the few effective men in them drafted to the skeleton regiments returning from the West Indies. Still there was no army for any useful purpose. An attempt was made to get the supplementary militia to volunteer ; but they were green and would not take, and it needs no further proof of the low state of our effective force from 1796 to 1799, than to say that Lord Cornwallis could only command four regiments of the line, when the French landed at Killala. From that time, until the general volunteering from the old militia in 1799, the Army might have been said to be at the lowest state of efficiency.

The measure of allowing the militia to volunteer into the line was brought early before Parliament, and was strongly opposed by many connected with that force—colonels, commanding officers, and some of the lord-lieutenants of counties ; but Mr. Pitt would take no denial. Whatever the reluctance shown by some of the officers, there did not appear to be any on that of the men, as they came forward by thousands. They already thought they knew everything about soldiering at home, would like to see something to have to talk about ; and in this idea were ably supported by the non-commissioned officers of the line, spread far and wide, who on this occasion were not sparing of what is called “ gammon.” Some of the colonels, more patriotic than their brothers, encouraged their men to come forward : and several ladies of high rank, who had influence in the counties, became excellent recruiting-officers. The result was, that regiments of the line that could not reckon 300 rank and file, in the course of three weeks found 1700 or 1800 on their muster-rolls, were obliged to form second battalions, and

one of them, the 4th, had four. These were glorious times for promotion. I can give myself as an instance: being twelfth lieutenant, and in a fortnight at the top, being nearly a step a-day.

If the mode of raising this army was unusual, the manner in which the men joined was equally so: they came tumbling down to Barham Downs in every possible conveyance,—post-coaches, post-chaises with six horses, caravans, tilt-carts, flying-waggon, &c. &c., leaving the officer to plod his way on foot, with two or three who had either spent or lost all their money before starting. They talk of the folly of sailors in spending their money—soldiers can be equally fools on similar terms. Several, when they could no longer get rid of their money by the suddenness of embarkation, very quietly put the one and two pound notes between slices of bread-and-butter, and ate them like sandwiches—an interesting experiment for the Old Lady in Throadneedle-street. The inn-keepers of Canterbury differed from the “unborn children of Chevy Chase:” they did not rue “the coming of the day” that brought the militia-men to give vent to the pent up liquors in their stores; I dare say they long recollected the finest harvest they ever had, without attributing it to a comet.

It may be easily imagined how degrading it would have been to have asked gentlemen just alighted from post-chaises to attend drill, or even parades; it was with great difficulty the names could be got at and the regiments from which they came. The tailors worked “double tides” to get at least the facings of the regiments altered, but only succeeded in part.

While fresh men came dropping into the camp every day, intelligence arrived of the safe landing of Sir R. Abercromby at the Texel, which elevated the spirits of our heroes; and no doubt many libations were poured out in honour of the advanced guard. It was on that day also notified that Mr. Pitt would visit the army the next evening, and a *feu de joie* was to be fired for our recent success. A general sweeping was made next day of Canterbury and all the adjacent villages; and by three o'clock in the day every man able to stand or walk was brought into camp. We were drawn out in single line, extending from near the race-course to the Half-way House; and in due time the Premier and Mr. Dundas appeared in front, and seemed much pleased to see so strong a muster. The ceremony of priming and loading was gone through very decently, and the *feu de joie* commenced; it might have been called a *feu d'irresse*, for there were certainly not five hundred men quite sober. It was thought prudent not to attempt marching past, and we were dismissed immediately.

The next day we received orders to march to Deal for exportation; which we accomplished in the night, and we arrived on the beach about eight in the morning, where a very exciting and novel scene presented itself. The Deal boatmen had volunteered to embark the Army, and on our arrival we were planted in the boats, hauled up on the beach. The wind was easterly, fresh on the shore, with a good deal of surf; but at a concerted signal the boats, containing a whole battalion, were launched through the broken water, sail made on them, and in a few minutes they were alongside the ships in the Downs; the whole Army was thus embarked in one day without accident, for their services on this occasion the Deal men were exempted from the impress. Previous

to leaving Barham Downs, the grenadiers and light-infantry of these new-formed regiments were separated to form battalions, and with a fusilier regiment and 55th, a brigade under Colonel M'Donald: with one of these battalions I embarked. By this measure the want of coherence amongst the component parts of a regiment was increased, and there never was such a confusion of militia in the world. Fortunately, the two or three days on board ship, which reduced the men to sobriety, furnished them with an opportunity of opening their eyes, and seeing the officers under whom they were to serve; but the impression was very faint, and was soon obliterated by sea-sickness. Our battalion of 1100 men was picked from all the regiments of English militia, and if not the greatest heroes, they formed the *biggest* regiment that perhaps ever landed on an enemy's shore.

I shall not attempt a description of this disastrous campaign, but only mention a few incidents arising out of our utter want of discipline; and these are only applicable to the recent formations, the army that we joined under Sir R. Abercromby being composed of old soldiers, and a few battalions were mixed up with their less disciplined brothers. In addition to a badly-organised Army, there was a defective medical staff, no commissariat properly so called; and to wind up, the elements were against us. The summer of 1799 was one of extraordinary humidity. From the time we landed until our return to England there were not twenty-four hours without rain, and this operating on the roads of Holland, which have no hard bottom, our marches were performed half-way up the leg in mud; latterly they were nearly impassable, and trees were felled and thrown across them to enable the guns to be moved.

Having disembarked at the Texel we were marched up to the town of Schaagenbrug. The men were quartered in the churches, and the officers billeted in the private houses, where we were received with much civility. Schaagen is a pretty, neat-looking place, and like most Dutch towns, has a canal with trees planted along, and the houses, with their gables towards the street, are painted in all sorts of gaudy colours.

On the 18th of September Sir R. Abercromby was ordered to march to Hoorn, with 10,000 of the best men of the army,—all old soldiers, except our two great flank battalions of militiamen. The distance as the bird flies is not more than eighteen or nineteen miles, but by the circuitous lines of roads in Holland it could not be less than twenty-six, as we were all night in making the march; but this might be partly owing to the bad state of the road.

We were very well received by the people of Hoorn, who came out of the town in their holiday clothes, with orange cockades in their hats; and we waited anxiously for the orders to advance. It had been the intention, if the attack on the left of the French line had been successful, for Sir R. Abercromby to have turned their right, and marched on Amsterdam. From some mistake in the orders, the Russian army began the attack two hours too soon, and had no support: they carried the village of Bergen, began to plunder, and got drunk; were attacked in turn and forced to retreat. The whole plan was therefore disconcerted, and we were ordered to retreat. We had not started on our return above half an hour when the rain fell in torrents, making the road, which was previously scarce passable, one mass of mud. Our newly-enlisted heroes did not like this at all; many of them fell out in the

dark, and we had to make several halts to pick up the stragglers. We could hear the words now and then—"D—d bad sort of soldiering this!—I wish the man had his ten guineas again!" and other phrases of discontent. However, they were obliged to bundle along, half asleep and half awake. On one occasion there was a false alarm of the enemy: the men were ordered to fix bayonets, the adjutant shouted out, "Keep your places—form two deep!" when a fellow called out, "We are too deep already—we are knee-deep." At length, soon after daylight, we reached our cantonment, bringing but a small proportion of our mighty men with us. The company to which I was attached had about fifteen old soldiers, six Irish rebels taken at Vinegar Hill; the remainder of 110 being the militia aforesaid. When we reached our quarters we had two serjeants and eighteen rank and file, six of which were the boys from Vinegar Hill, who were indeed the best soldiers of the batch during the campaign.

As my purpose is principally to point out the inconvenience and trouble attending the employment of half-made soldiers, I shall attempt to show the impression made on some of themselves by the novelty of their situation. I found the journal kept by a soldier, a learned man in those days, who, on this inauspicious 19th of September, was on the opposite flank of the army, and in a regiment sent to cover the retreat of the Russians; the following are short extracts:—

"Upon the 15 of September we marched from Barham Downs and embarked in the Royal William. The 17 we saw the land of the Texal, and landed that nit, and it rained very hard, and dismall was the nit indeed, and I began for to see my folly, but I had not any one but miself to blame, being deferent, than if I had been pressed into the sarvice.

"The next day we marched again, and as we marched along the sand hills I saw several dead bodies, which seemed somewot strange to me. That nit we whent into barns, and stade till the morning. We then marched again, and saw a town on fire, but could not get to their assistance, and soon after heard a great firing in front, and then saw some Russians returning from the field of battle, and badly wounded. The Russians is people that as has not the fear of God before their eyes, for I saw some of them with cheeses and butter, and all badly wounded, and in particklar one man had an eit days clock on his back, and fiting all the time, which made me for to conclude and say all his vanity and vexation of spirit."

The Army, having been put in order after the affair I have alluded to, and the weather having "looked up" for a few hours, was put in movement very early on the 2nd of October, and the heads of the columns on the right, where the principal attack was made, were in front of the sand-hills of Camperdown, with the sea-dyke of Pelten on their right, about day-break in the morning: and the advance immediately took place, and the Cavalry and Artillery keeping along the beach on the right, the tide having sufficiently ebbed for that purpose. This sandy district, which extends from the north, gradually widens in approaching Bergen, and may be about from three to four miles in breadth, again tapering off towards Egmont-op-Zee, and is, in longitudinal extent, about ten miles, the whole of it formed by sand blown up off the land in high westerly gales. We have nothing in England to compare to this tract,

and even the Landes, to the south of Bordeaux, although owing their existence to the same cause, present a very different appearance. The glaciers of Chamouni have been compared to the waves of the sea in a storm suddenly arrested by frost; and as far as external appearance goes, these sands may assimilate to the comparison, with this difference, that they are constantly changing their forms: in some places the wreaths of sand assumed the shape of the sloping side of a huge billow, ending in a long fringe-like ridge, overhanging on the other side a descent as perpendicular as the nature of sand would admit; in other places were to be found small heaps, like inverted cones, placed apparently in regular rows, while in occasional spots would be found small level plains of sand surrounded on all sides by these many-shaped hillocks. The line of hills as it sloped towards the level country was partly covered with long slips of scrubby wood or coppice; affording shelter for such troops as the enemy might please to keep in concealment. Through all this region it was impracticable to bring up Artillery, even the Hussar horses of the French that were opposed to us were frequently up to their shoulders in the loose sand, and the difficulty of even moving infantry in any shape was very great. Taking into consideration the want of cohesion amongst our new levies, this was perhaps an advantage, as they blundered along as well as the more disciplined regiments on their right, but the movements were little better than those of a mob. The only chance of getting these heroes into any shape was to promise them a charge, when they would scramble up the sand-hills more like the rush of a flock of sheep than a charge of infantry, and we were perfectly surprised to see the French give way to such a scrambling attack. However, fortunately they were not much better than ourselves in the way of discipline, being from the last levy of the conscription and not half drilled. We could see, during the day, the Officers plying the men with canteens of gin, and three parts of their wounded, and the prisoners we took, were drunk. The year 1799 had been the most disastrous to the French armies since the Revolution; they had been defeated in all quarters, and their losses were consequently great.—“The pressure from without” had been on all sides. Jourdan was defeated by the Archduke Charles in a succession of battles between the Danube and the Lake of Constance; driven out of Swabia and forced to cross the Rhine,—while Massena was hard pressed in Switzerland; and the whole of Italy, with the exception of Genoa, had fallen into the power of the Austrians and Russians under Melas and Suwarrow. Forced to make head on all sides, when the additional alarm took place in Holland, they were obliged to send off whatever they could get together, and that portion of their force opposed to us was certainly inferior to the general run of their armies. Indifferent as they were, they stood much in the way of our progress: the sand-hills, fringed with their glazed cocked-hats, had to be fought for, one by one, so that it took up twelve hours to cover our distance of ten miles, the fire of the infantry not ceasing till seven in the evening, and after it was dark we had an occasional visit of a howitzer shell, as a hint that the enemy was still in our neighbourhood.

In the early part of the day, the weather had been quite warm, and, with the exercise, occasioned the men to have frequent recourse to their canteens, which were emptied before the middle of the day. There was hardly a moment for them to snatch a mouthful of food from their,

haversacks, and that being salt, added much to the sensation of thirst, which in the evening became extremely painful, the country we were in being as arid as an African desert. When halted for the night, the men tried to dig wells in the sand, and in one or two places succeeded in getting a few drops; but the rush was so great as to endanger some of their lives, without procuring the relief desired; and we were obliged to lie down in all the agony of extreme thirst. We had not, however, been long in a recumbent position, when the rain began to descend in torrents; a visit of this kind, after such a day of fatigue, would have been regarded, under other circumstances, as a matter of small comfort, it was now looked on as a blessing; many lay with their mouths open to catch some drops of the descending shower, and when their clothes and blankets became saturated with the wet, they were wrung out into their hats and the water was drunk with avidity.

The following morning I was sent with a piquet to bring in stragglers, who had found their way to a village on the skirts of the sandy range, when a curious scene was presented: the troughs which had been set out with milk for the pigs had been drained in an instant by the first visitors from the bivouac, in one house we found two fellows very quietly ripping up the bed ticken in a farmer's house in search of plunder, while in the garden was a large party in actual combat with two hives of bees, which they had turned out of their houses; at the opposite side of the way was the post office, where some of our gentry, addicted to letters, had made sure of their fortunes, and everything that felt like a double letter was broken open, but as none of the enclosures looked anything like "Abraham Newland," they were dispersed to the winds of heaven: in one house that had been gutted by a party of Russians, another party of their countrymen made their appearance, and finding nothing left but a harmless Dutch clock ticking behind the door, they took it down, pulled it in pieces, and divided the works.

In the evening we marched into Egmont-op-Zee, and got ourselves under cover as well as we could. An officer, a Johnny Newcome from the militia, finding his proportion of quarters inadequate to either the value he put on himself, or his particular notions of comfort, went up to make his complaint to Colonel Sharpe of the 9th Regiment, who commanded the battalion of Light Infantry. After listening seriously to the grievance, he threw back both his arms and said in a peculiar sharp tone to the applicant, "If you will only bring me the materials, Sir, I will build you a palace."

On the 5th of October, piquets of half battalions of the reserve were ordered in advance, and lay on the sand-hills that night. In the morning our surprise was great to observe the Russian column advancing without support against the French line; they succeeded in driving in some of the posts, but were soon attacked by the principal force of the enemy, outflanked, and obliged to give way, when they appeared to fall into irremediable disorder, the enemy's cavalry riding through them and cutting them down in all directions. They continued retreating and brought the whole force of the French army against our position, and even after they had passed through the intervals, the Russians made no attempt to rally.

In the latter part of this action we saw very little of our friends and allies; indeed, during the campaign we should have been better without

them, as, from some misunderstanding of orders, there was no concert of movement between us, and they brought on this last action without any apparent object in view. They were, in other respects, injurious to our cause, which was to have raised the Dutch-people, themselves, in our favour; but the wholesale plunder practised by our allies was small inducement to Mynheer to stir himself in our favour. I do not know if it was in this campaign that the French gave the Russians the name of *Cornichons*, but certainly, some of them of very low stature, with long coats of faded green reaching to their heels, gave them a resemblance to pickled girkins. When they quitted Holland, they were for some short time at Yarmouth, where they drank all the oil out of the lamps.

Out of feeling of pique or jealousy against his more immediate opponents, the Austrians and Prussians, Napoleon, in one of his desultory conversations, (got up for the nonce,) said, that the Russians, next to the French, were the best troops in Europe (forgetting, or despising, the island in that quarter of the world). From what I have seen on this occasion, and studying the campaigns of the *Cornichons* in other quarters, I should say, that, as far as passive courage goes, there are perhaps no troops in Europe, in the world, that will stand to be peppered like the Russians; and he must be a bold man, and one who has well calculated his resources and means, that will attack them in a fortified position: they will stand there to be mowed down by grape-shot and musketry without moving a muscle, and their artillery will be cut down at their guns. They will also, under particular circumstances, make a bold and fearless attack, led on, for instance, by the wild hurrah of such a half-mad savage as Suwarrow; but, as regards all the *morale* of an army, they were utterly destitute.

Let any Officer who saw the immense mass of Russians in the plain of Vertus in Champagne in 1815, describe the unwieldy motion of the *bear*, and say if he did not think that the same number of British, or French troops, would have *danced* round them. Their light troops are nil. They rest for all those duties on their Cossacks and Baskirs, who, in face of other European light troops, are perfectly contemptible; they are, properly speaking, the vultures of an army; they will hover over the remains of a force weakened by disasters, stab with their lances the wounded and dying, and devastate a country in the most beautiful style imaginable; but place these heroes in the rear-guard of a retreating army of their own, and then will be seen their utter worthlessness. The apparent anomaly of a man standing for a part of the day with the greatest calmness in face of a fire which he cannot return, and seeing his comrades fall around him with unconcern, and in a subsequent period of the same day, flying before the same fire which he then has an opportunity of returning without doing so, may be only accounted for by the political position of the Russian soldier. Originally the mere serf or slave of the lord of the soil, he is chosen by lot from the herd to serve the Emperor, whom he is taught to look up to as the greatest of all living things; he enters on his campaign with the most blind and thorough devotion, and with that sort of stupid courage that does not or will not see danger. In this stage everything is well; and as long as the advance goes on, and a small smattering of plunder accompanies it; but when difficulties begin (the true test of the soldier), there is no innate principle to support the Russian in adversity. They have neither

the filial affection of the Austrians for their *Kaiser*—the love of the *Faderland* of the other Germans—*l'amour de la gloire* of the French—nor have they what we vulgarly but expressively term the *pluck* and *bottom* of the English. In the name of wonder, then, whence comes the fame of the Russian arms? With the exception of the victories on the Trebia against Macdonald's army in 1799, they have not singly gained one battle against any European power since they were admitted within the code of civilized states.

They were defeated in their first campaign against the miserable Turks; and had not the latter been the most stupid of fools, they would never have allowed their enemies to arrive at Adrianople. A couple of gun-boats would have prevented the position of the Balkan from being turned. In these two campaigns they lost nearly 100,000 men, from their want of the comforts required by the sick and wounded. They had nothing like the medical staff of civilized armies,—were totally devoid of commissariat,—and their whole and sole provision consisted of rusk-biscuits, partly concocted of sawdust, and carried in hair-bags exposed to all weathers. And yet these are the people who have spread alarm in Leadenhall-street!—and in these days of economy and retrenchment have produced the extravagance of a new Presidency at Agra to welcome the bears to the East.

These modern Scythians have led me a dance from the sands of Egmont-op-Hoof, to Constantinople,* and Bengal; but let me return to where they broke in upon us, like a set of sheep without a bell-weather or dog.

It was somewhat trying to young and unformed soldiers to see this broken and ill-shapen mass approach, like a migration of land-crabs, and followed up by an elated and noisy enemy; but to do our big fellows justice, they did not quail at the sight, but, covering themselves in the sand, they showed fight. They were at least conversant with the mysteries of priming and loading, and rattled away in very good style. But when from the approach of the enemy in such force it was found necessary to retire, there was no small difficulty in keeping them in hand, and preventing what ought to have been an orderly retreat of piquets becoming a disorderly rout. One fellow, when embayed amongst sand-hills that rendered the enemy invisible, fired off his piece in their direction in the air; and being asked his reason for so doing, said, he thought it might hit somebody.

An officer threw up the muzzle of another man's firelock who had taken deliberate aim at a Russian, within forty yards; and on asking if he did not know that it was a Russian and a friend, the reply was, he did not care; he was sure he was not an Englishman, and he would have a slap at him, from which he was only induced to desist, by the officer's sword threatening him with a like compliment.

Retreating slowly before the enemy we regained our former position near Egmont-op-Zee; and being reinforced by several brigades, the French were in their turn obliged to retire, and quitted the front of our position just as it got dusk. The following night, about eight o'clock, we were ordered under arms, in full expectation of a night attack on the pass of Beserwick; but soon ascertained that our movement was to be retrograde, and the next morning found us in our old cantonments,

from whence we were only moved on the 10th of October to support Prince William of Gloucester's brigade, attacked by Vandael's, who was repulsed. In our new quarters we remained until the embarkation.

The French, relieved from the alarm they had been in regarding their own territory, the Archduke having taken up a defensive line along the right bank of the Rhine, were enabled to detach a large reinforcement to Holland, and had strongly fortified the isthmus leading to Haerlem. On our side sickness had set in, provisions became scarce, the season advanced, and still continuing its character of unremitted wet. We could gain nothing by advancing; and the armistice, under all the circumstances, was the wisest step that could have been taken.

[To be concluded in our next.]

OBSERVATIONS ON CIRCULAR STERNS.

BY THE LATE REAR-ADMIRAL LEWIS.

WITH PREFATORY REMARKS BY LIEUT. J. LEWIS, MADRAS ARMY.

THE adaptation of "circular sterns" to various classes of ships in the British Navy has long survived the charm of novelty. The object of embodying the following observations of my father's (the late Rear-Admiral Lewis) on this subject is, confessedly, not to detract from the fame of those who introduced the practice, but to show whence the principle, on which it is founded, originated.

In a letter addressed by Sir Robert Seppings to Viscount Melville, on the "Circular Sterns of Ships of War," in 1822, a printed copy of is now before me, at page 9 this paragraph occurs:—

"In the memorable action of Lord Howe, in 1794, and in other general actions, many of the ships suffered much after losing their masts, and thereby falling off, by which they were exposed to the fire of the enemy, without the means of defending themselves; indeed, so conspicuous was this on the 1st June, where ships were circumstanced as above, that I am told, that a Lieutenant, who was in that action, and now a Commissioner in the Navy, drew a circular form for the stern, as the figure which would, under the circumstances above stated, have afforded them the means of bringing their quarter-guns on the enemy, and thereby drawing off the fire which then annoyed them."

✚ To those conversant with the point in question, it is very well understood that my father is the "Lieutenant" alluded to. In the action of the 1st June, 1794, he was ninth of the "Queen," of 98 guns, bearing the flag of the Vice-Admiral Lord Gardiner, and in 1822, the date of Sir Robert Seppings's letter, he was a Commissioner in the Navy.

In the same year, namely, 1794, when a Lieutenant of the Hannibal, of 74 guns, in the West Indies, my father also drew a plan of a four decker, with a *circular stern* and forecastle,—proposed to carry 140 guns, an anticipation by forty years of the progress of Naval architecture evinced in our own Navy, and in that of our enterprising rivals,—the Americans, at this day. A plan, section, and elevation of this vessel may be seen at Capt. Grindley's office, St. Martin's Place.

In proof of these particulars, and availing myself of the permission given so kindly and unhesitatingly by Admiral Sir Robert Laurie, who served also in the "Queen" on the 1st June, I beg to submit the following copy of a note from that Officer to my father:—

"London, 15th January, 1828.

"DEAR LEWIS,—Returning from Dover, I was induced to pass a day at Chatham to visit the dock-yard, where I was put in mind of old times, by seeing an idea of your's adopted in all the ships building; the very round stern and round fore-castle you showed me several drawings and sketches of, with the exception of the projection abaft for the water-closets, when messmates in the Queen, in 1794.

"I shall do myself the pleasure of calling on you ere long. With best wishes, I remain, dear Lewis, yours faithfully,

"ROBERT LAURIE."

I am able to state, on the first authority, that my father had the credit of priority with regard to circular sterns; that they were recommended by him after the action of the 1st June, and that it was not till about 1816 that they were introduced upon the ships of the Navy. I am also informed that my father deserves credit for the very best circular stern in the Service, exemplified by the Eagle of 50 guns, now in the Medway. The model of a circular stern for a line-of-battle ship, projected by my father, is now in the model-room at Somerset-House, and plans, sections, and elevations of a circular stern for a ship of 84 guns, also by my father, may be likewise seen at Capt. Grindley's office.

In many conversations which I had with my lamented father, he mentioned his opinions upon the improvements now under consideration. He has recorded them in the shape of the "Observations" which follow.

He was perfectly aware of the allusion to himself in Sir Robert Seppings's letter to Lord Melville, and I have repeatedly urged him to make his plans and opinions known; but his invincible repugnance to face the world has repeatedly baffled my strongest arguments. Since then, he, by shrinking too sensitively from the gaze of the million, failed to turn to his own advantage those talents which he undoubtedly possessed, I venture, not ostentatiously,—I hope, not arrogantly,—to claim for him the honour of the *priority of invention of the circular stern* in the British Navy.

JOHN LEWIS, Lieut. Madras Army.

8, St. Martin's Place, Charing Cross,
December, 1835.

A ship of war is a floating fortress and garrison, expressly formed for the purpose of offence and defence. By this, as her primary and essential principle, even if sacrifices of a secondary importance are necessary, her construction should be guided. But if, in the making her a more effective ship of war, the solid advantages of strength and durability, combined with that of being a better sea-boat, are obtained with nearly as much beauty, it is difficult to find any argument of real weight that can be produced against the circular stern.

Looking back for a century, at the unfit and unwieldy efforts of Naval Architecture, we may be told, and with great truth, that our fleets were then as victorious as they have been in the present day; but it is

equally true that they were opposed to ships of the same defective style of building, and consequently, in that respect, on a similar footing. At that period there was probably as much predilection in favour of the service and beauty of a square beak head, a spritsail topmast, and a stern loaded with figures and windows, and buildings piled upon each other as there is at this day for the square stern and projecting quarter-gallery. * Indeed, the improvement of the round fore-castle for ships of the line is but of late date, and possibly might also have had its prejudices to contend with, and, if one extremity of the ship can be improved and rendered more efficient, there can be no possible reason why the other should not possess the same advantage.

The destructive success of a few gun-boats in a calm, even against ships of force and magnitude, by placing themselves on the latter's defenceless point, is well known; and although a ship of the line may, by means of sweeps and boats, alter her position, yet her slow movements are by no means adequate to the quick evolutions of her active, though inferior, opponents. And, as another war will probably bring the effect of steam upon these into operation, an additional reason will be furnished, for being prepared at all points for contests of that description.

In the event of a ship grounding in action, (of which we are not without instances,) she becomes, for the time, completely a land fortress, and, consequently, should be possessed of the same means of annoyance and defence.

There are occasions in which it is requisite that a ship of war should anchor by the stern; for which the circular stern is evidently better adapted, especially in the event of the wind and sea increasing.

As a sea-boat in a gale of wind, should she be pooped or have stern-way, the ship with the circular stern is far more able to contend with those calamities, and various others incidental to the element on which she is destined to act.

Besides the advantages already described, of strength and better adaptation, the stern being more durable, less liable to injury, its component parts being infinitely more simple than the multitude of glass windows, heavy assemblage of figures and carved work with which the quarters and sterns of our ships are generally loaded, the ornaments being chiefly in *bas relief* and the galleries of iron, renders the whole at the same time less expensive and more easily repaired.

But when the usual conveniencies are included, the stern and quarter galleries preserved, the effect will be to a certain degree handsome and more warlike, and when crowned by the reflection that she is abundantly more efficient and better adapted for the services a ship of war is required to perform, there surely cannot be any argument maintained against that which certainly must be acknowledged as her primary and most essential qualification.

It has been asserted that by this improvement we are teaching the enemy to fight us with our own *means* and *weapons*. In the art of war, innovation cannot long be kept secret, and to place its ships on an equal footing, every maritime nation ought most certainly to keep a vigilant eye on those of its neighbours. And we may well remember the gallant and severe service our frigates had to perform in contending with ships, which a gallant Admiral immortalized by his glorious death,

truly denominated "Line-of-battle ships in disguise." Our new class of sixty-gun ships have placed us on more equal terms.

From the arguments used against the circular stern, it would appear that the fate of a war was to be decided by single actions only; but even in them many untoward accidents may happen, and have happened, by which a ship may be placed under the most unavoidable disadvantages, and it will be borne in mind among other occurrences, that an enemy's frigate was ultimately captured by her opponent, a British frigate's blowing out her stern frame to bring her main-deck guns to bear.

But, however single actions may evince the superior discipline and bravery of our Officers and seamen, it cannot be denied that those general engagements which may turn the scale of a war or revolution, or decide the political fate of a nation, are far more important, and to render our ships more efficient for those decisive occasions, is a paramount object to which our improvements in Naval Architecture should consequently be directed.

Whatever, therefore, may be the relative positions of ships in single actions, it is utterly impossible, after the first onset of a general engagement, to say what part of any ship shall be presented to the neighbouring ones, whether friend or foe; and, admitting this, it is, without detailing the various disasters and helpless state of many a dismasted ship on those occasions, an argument of sufficient weight to carry the improvement into universal effect.

In the memorable and decisive action of the 1st June, 1794, when France sent out her revolutionary squadrons to annihilate the British fleet, had "Montagne" possessed a circular stern, she would have been better protected, and would have been more able to oppose the destructive fire of the Queen Charlotte. The latter ship lay for five and twenty minutes under La Montagne's stern and starboard quarter, when, according to the representation of Jean Bon St. André, "he did them dreadful damage; a hundred men at least were killed by their murderous discharges, and the stern of the ship suffered greatly." Indeed, the ruinous spectacle the stern of this ship presented and the opening made by the Queen Charlotte's shot in the very point which a circular stern is calculated to defend, afforded a most convincing proof of the superiority of the new formation.

The quarter gallery of the Brunswick was entirely torn off by the Vengeur. The former ship could not have received that injury with the circular form, and would also have had additional guns to oppose to her enemy; she eventually, however, went down, in consequence of the damage she received.

When the French fleet in the following year retreated before the British into L'Orient, had they been constructed with round sterns, of course they would have opposed a more effective fire to us,—in fact, the sterns of three of them, which fell into our hands, were ruined from their own fire.

In the masterly retreat of Cornwallis in the presence of a superior force of the enemy, the sterns of his squadron required a very considerable repair from the effect of their own fire; whereas, had they been circularly constructed, they would not have been more shaken than in the ordinary course of broadside service.

In a large assemblage of dismasted ships, (17 or 18 were reckoned

in the two years by the French account in 1794,) it is impossible to say what damage or disasters may not happen; even British ships falling or running on board each other by accident, their sterns and quarters, almost invariably, as being the weaker parts, suffer most from the great rake and slight comparative security of the square construction; events which, from the more upright form of the circular stern, would either be avoided or inflict but slight injury.

The *Ramillies*, 74, suffered so much damage on her return from the West Indies, in company with the *Ville de Paris*, prizes and convoy, by being taken ~~aback~~ when lying-to under a mainsail in a gale of wind, and her consequent stern way, that she was obliged to be abandoned and burnt.

An enumeration of the rough effects of element or the enemy upon square sterned ships would be too voluminous; enough has been already produced, and a list of the defective state of the sterns of one hundred and twenty ships has shown, by just so many arguments, the inefficiency of the old formation. In fact, it possesses no real strength above the wing transom, which is only from five to six feet above the water's edge.

The lower ends of the stern timbers are placed on a score formed upon the transom; and secured as they are by those of the upper deck to the side counter timbers, the round up and round aft of which all tend to give them a disposition to sag or droop, the whole fabric may not improperly be said to be suspended, and presents that weakness which requires continued and expensive attention to keep in repair.

It has happened, in fact, that the stern timbers have been separated or tript from their stations, and the only security to the glass windows in heavy weather (the dead-lights), could not be applied, from the working of the stern timbers preventing them fitting. These accidents cannot happen in the new formation.

NOTE.—The absence of a date to the foregoing "Observations" arises, I presume, from the late Admiral not having contemplated their publication, but a glance at the original document would convince that they were written many years since; and from coincidental circumstances, I think I am near the truth when I say seventeen or eighteen years.

ON MORAL COMMAND.*

BY LIEUT.-COLONEL ROLT.

THE following sound remarks conclude the manuscript manual by Colonel Rolt from which we gave copious selections in our last Number. We trust that by next month we shall be enabled to announce the publication, in a complete form, of our gallant friend's lucubrations, which should have appeared entire in our pages, could we have found room as readily as the inclination to insert them.—Ed.

Let it not be supposed, from anything that I have said in this little work, or from its title, "Moral Command," that I am an advocate for

curtailing or weakening the authority of Commanding-Officers; on the contrary, I should wish to see their authority and power strengthened by every possible means, for theirs is an awful responsibility; they must maintain discipline, otherwise *they will declare themselves* unfit for command. Thus circumstanced, the powers entrusted to a Commanding-Officer should be extensive; armed masses must be kept well in hand, must be under control: a tumultuous or ill-disciplined soldiery, instead of being a protection, would be dangerous to a state. History is fertile in examples proving the truth of this observation. That of Rome affords many instances of a turbulent soldiery subverting lawful authority.

It should, moreover, be recollected, that the service required of the British Army makes it the more imperative that officers in command should be strengthened in their authority beyond perhaps what might have been necessary were that army differently circumstanced as to the duties imposed upon it. British regiments of the line serve, it may be said, three-fourths of their time in our colonies or in the East Indies. Frequently, there is only one regiment, oftentimes less than a regiment, in one island. No reference can be made to higher authority, or any assistance be sought for from without, in case any mutinous spirit or insubordination should manifest itself amongst the troops. The energy of the officer in command is the only stand-by in such a conjuncture, and should he not have authority vested in him befitting such an occasion? Besides, if it be an object to abstain from having recourse to corporal punishment, unless in extreme cases, it follows, that *corrective and preventive powers* must be entrusted to the Commanding-Officer, through the agency of which the *dernier ressort* being still within hail, he will be able generally to control irregularities and maintain discipline. In the Portuguese service, wherein I commanded a regiment for eight years, the power of the Colonel may be said to be absolute. He can punish to any extent, I may say, short of taking away life, any non-commissioned officer or soldier of his regiment; and by his own authority alone, without having recourse to a court-martial, he can reduce a non-commissioned officer to the ranks, and can order him or any other individual, below the rank of a commissioned officer, to receive ten, twenty, or as far as fifty *pranchadas*, or blows on the back with the flat of the sword. This punishment is inflicted by the corporals, who all carry swords for that purpose, and the blows are struck between the shoulders without the jacket being taken off, and the punishment is so very severe, that, after having received fifty strokes, a man is scarcely ever himself again, the whole frame having been, as it were, "*dislocated*" by the severity of the chastisement.

All this will perhaps appear to those who can only take a superficial view of the Police Militaire to be cruel and tyrannical, but they should recollect that armed soldiers, though useful servants, would be dangerous masters; that the very existence of the state may be compromised by a relaxation in the discipline of the Army; and that, composed as the officers of our Army must be acknowledged to be, of men of education, and of highly honourable feelings and principles, no fear need be entertained that officers so constituted would ever play the tyrants, or take a pleasure in punishing those whose welfare and happiness should and must be dear to them.

The system of Moral Command I lay no further stress upon than to recommend its adoption and principle "as an adjunct;" as a foundation, as it were, for wielding and carrying with us the hearts, the souls of the good, and particularly of the youthful soldiers; and through this moral influence, as I have before observed, the power of a Commanding-Officer becomes almost absolute; and if he should even order his men to stand on their heads, there will be no hesitation at all events in trying to obey the command.

This willing devotion can alone be produced by equanimity and kindness of manner on the part of the officers in their intercourse with their men.

This principle I never saw so generally acted upon in any regiment in our Service, as in the 43rd Light Infantry, when I was serving in the same brigade in the Light Division with that distinguished corps in the war of the Peninsula.

I never witnessed in any regiment, before or since, so kindly a feeling on the part of the officers towards their men, and certainly the return was grateful; the soldiers appeared to adore their officers; and the discipline of the regiment, in every point of view, drew nearer to perfection than has ever fallen under my observation either in our own or in any other Service.

Besides the *correctives*, I should also like to see introduced the principle of encouraging and rewarding good conduct; and to this end I think it would be very advantageous if a certain number of men in each company or troop, say ten per company and five per troop, were granted an addition of one penny a day for good conduct, on the selection and recommendation of the officer commanding the company or troop, subject to the approval of the Commanding-Officer of the regiment: this boon to commence on the first day of the year, and to be continued for twelve months, unless forfeited through bad conduct before the expiration of that period, or through promotion; in either of which cases, the officer commanding the company or troop should be empowered to recommend another individual to receive the bounty for the remainder of the twelve months.

There is always, I know, a difficulty in establishing any new system which touches on the finance; yet surely if, by incurring an expense of so small an amount as that which would be required for the purpose here referred to, we should prolong the lives of our soldiers, improve their discipline, and render them, in every respect, more efficient servants of the State, we are bound, even on the principle of economy, not to think of the expense as at all to be put in competition with the advantages of the measure. Besides, in allusion to a question which I shall briefly advert to a little further on, namely, "whether the grant of increase of pay to soldiers for length of service is not a measure in many respects of a doubtful character?" if, on a mature re-consideration of the subject, it should appear advisable to discontinue the grant for the future, there would be more than equivalent in a very short time for the expense that would be incurred by the additional penny a-day to the merit-men. The same individuals may be continued on from year to year, at the option of their Captains and Commanding-Officer; and it would certainly, I think, have a good effect, if the men so selected were allowed to wear a distinctive mark on their arm, or a little medal

or badge, and to be called Merit-men. Everything that will tend to make the soldier consider, from the earliest period of his service, "that good conduct will be sure to meet its reward," is a principle that should never be lost sight of; and by its adoption the soldiers will be broke in to look up to their officers, and to consider them at all times their truest and best friends. Soldiers who, by their good conduct, shall have won the badge of merit, might also be favoured by being allowed longer furloughs than other men, and by having, when such an indulgence can be granted, leave to work. This would be considered as a great favour and benefit, and be highly appreciated, as being a proof of the confidence reposed in them by their officers.

It is perhaps a question, whether length of service, unless accompanied by good conduct, should give a claim to increase of pay. The longer a man has *meritoriously* served, the stronger his claim certainly must be admitted to be, but it is long *good service*, not long *bad service*, upon which a just claim can be grounded.

The more I consider this important subject, "good conduct," the more I am convinced of the great advantage to be derived from breaking in our recruits with this object always in view. The two first years' tuition will decide the after conduct of the individual; *therefore we cannot pay too much attention to the training of our young soldiers.*

I have just read in the United Service Journal of November, 1835, a copy of the farewell order of Lord Aylmer to the British Army of North America, which does honour to the head and heart of that distinguished and gallant Officer, at the same time that it affords another proof of the necessity of every exertion being used to put down drunkenness in the Army. I annex a copy of the order referred to.

(Copy.)

"The Commander of the Forces cannot separate himself from the army serving in British North America without requesting the General-Officers, the heads of the departments, and the other officers, staff and regimental, to accept his thanks for the zeal and attention to their respective duties, which have uniformly marked their conduct during the period of his command.

"He will ever remember with satisfaction, that during that period (nearly five years) no officer has been called before a general court-martial to defend his conduct; so far from it, that the officers of this army have been distinguished (and on some occasions under very trying circumstances) for their discretion, judgment, and good temper.

"The Commander of the Forces also desires, that the non-commissioned officers and soldiers of this army will receive his thanks for their general good conduct. He has only to qualify this expression of approbation by adverting to the propensity of the soldiers to indulge too freely in the use of strong liquors; a propensity which he deeply laments as the source of almost every crime, and even almost of every irregularity which occurs in a British army. Upon the present occasion, the Commander of the Forces thinks it necessary to urge upon the consideration of the Generals and other officers, the importance of encouraging sobriety amongst the troops, well knowing how unremitting are their efforts to that effect; but he now at parting addresses himself directly to the soldiers themselves, and earnestly entreats them to avoid

indulging in the immoderate use of strong liquor, which leads them into difficulties, injures their health, and throws a shade over those higher qualities for which they have ever been distinguished as soldiers, and the possession of which has never been denied them even by their enemies.

"The Commander of the Forces bids farewell to the army serving in British North America, and desires of them to be assured, collectively and individually, that they will ever have his highest wishes for their prosperity and happiness."

(Signed)

"John Eden, Lieut.-Col. D.A.G."

I repeat, if we but conquer this propensity, then indeed will the British soldier be perfect: and then, as I have before observed, we shall not have occasion to waste much of our time in considering the question of corporal punishment.

I cannot help inserting here what would, I think, greatly tend to strengthen the hands of Commanding-Officers, and enable them to correct irregularities without being obliged to have recourse to courts-martial:—namely, that every soldier or non-commissioned officer whilst confined in the guard-room or elsewhere in consequence of his having drunk more than he should do, and by which he is prevented from taking or performing duty, shall forfeit, during the period of such confinement, one-fourth part of his pay; and in order to show the comparative good or bad conduct of each company, an abstract may be inserted in the regimental and company orderly book on the 1st of every month, "showing the amount of stoppages by companies during the preceding month, under this regulation."

I cannot, I think, better close this little treatise than by giving an extract from Rollin's History of Cyrus, where, when speaking of that Prince, he says, "Cambyeses accompanied his son as far as the confines of Persia, and in the way gave him excellent instructions concerning the duties of a General of an army. Cyrus thought himself ignorant of nothing that related to the business of war, after the many lessons he had received from the most able masters of that time. Have your masters (said Cambyeses to him) given you any instructions concerning 'economy,' that is to say, concerning the manner of supplying an army with all necessary provisions, of preventing sickness, and preserving the health of the soldiers, of fortifying their bodies by frequent exercises, of exciting a generous emulation amongst them, of making yourself obeyed, esteemed, and beloved by your soldiers?"

"Upon each of these points, and upon several others mentioned by the King, Cyrus owned that he had never heard one word spoken, and that it was all entirely new to him. 'What is it then your masters have taught you?' 'They have taught me (replied the Prince) to fence, to draw the bow, to fling the javelin, to mark out a camp, to draw the plan of a fortification, to range troops in order of battle, to review them, to see them march, file off, and encamp.'

"Cambyeses, smiling, gave his son to understand that they had taught him nothing of what was the most material and essential for a good Officer and an expert Commander to know; and in one single conversation, which certainly deserves to be well studied by all young gentlemen designed for the army, he taught him infinitely more than

all the celebrated masters had done in the course of several years. I shall give but one short instance of this discourse, which may serve to give the reader an idea of the rest.

"The question was, 'What are the proper means of making the soldiers obedient and submissive?' 'The way to effect that,' said Cyrus, 'seems to be very easy and very certain. It is only to praise and reward those that obey, and to punish and stigmatize such as fail in their duty.' 'You say well,' replied Cambyzes; 'that is the way to make them obey you by force, but the chief point is to make them obey you willingly and freely. Now the sure method of effecting this, is to convince those you command, that you know better what is for their advantage than they do themselves; for all mankind readily submit to those of whom they have that opinion. This is the principle from whence that blind submission proceeds which you see sick persons pay to their physician, travellers to their guide, and a ship's company to the pilot. Their obedience is founded upon their persuasion that the physician, the guide, and the pilot, are all more skilful in their respective callings than themselves.'

"'But what shall a man do,' said Cyrus to his father, 'to appear more skilful and expert than others?' 'He must really be so,' replied Cambyzes, 'and in order to be so, he must apply himself closely to his profession, diligently study all the rules of it, consult the most able and experienced masters, neglect no circumstance that may contribute to the success of his enterprises; and above all, he must have recourse to the protection of the Gods, from whom alone we receive all our wisdom and all our success.'

Cyrus benefited by these wise admonitions of his father, and established a wonderful order among the troops, inspiring them with a surprising emulation by the rewards he conferred, and by his engaging and obliging deportment towards all. As for money, the only value he set upon it was the pleasure of giving it away. He was continually making presents to one or other, according to their rank or their merit; to one a buckler, to another a sword, or something of the same kind equally acceptable. By this generosity and beneficent disposition he thought a Prince ought to distinguish himself, and not by the luxury of his table or the richness of his clothes, and still less by his haughtiness and imperious demeanour.

A Prince could not, he said, give actual proofs of his munificence to every body, and for that very reason he thought himself obliged to convince every body of his inclination and good will; for though he might exhaust his treasures by making presents, yet he could not injure himself by benevolence and humanity, by being sincerely concerned in the good or evil that happens to others, and by making it appear "*that he is so.*"

NELSON, HIS VALET, AND HIS NATIVE COAST.

Not the famed toga which the Roman bore,
 When treason op'd a passage for his soul—
 Not the dark panoply our Edward wore
 When Gallia cow'r'd beneath his brave control—
 Not England's flag itself, courting the breeze,
 Above her hosts of heroes on the seas,
 E'er shielded nobler heart than once hath beat
 Below the hallow'd fragment at thy feet.

Kneel, Briton, kneel! a monarch's hand hath spread
 The mantle of his servant in thy path;
 The mighty living, and the noble dead,
 Call thee to live and die as Nelson hath!
 The ermin'd badge of state nobility,
 From the same hand may grace the hero's name;
 But, to the sons of Nelson and the sea,
These are the surer heir-looms of his fame.

Let robe and riband deck a single breast,
 And urge it onward to a worthy aim,
 While, mid a smould'ring train, these relics rest
 Of veteran hearts, a spark from that bright flame
 Which oft in battle's din, and tempest dire,
 Unquench'd by ocean, set that train on fire:
 A spark, to light up memory in the old,
 To set before the young a deathless fame,
 To kindle in the bosoms of the bold,
 To animate the courage of the tame,
 And, beacon-like, upon the ocean's verge,
 Gild with the light of hope her distant surge.

Such were my involuntary thoughts as I leaned over the faded and decaying uniform worn by Nelson at the battle of the Nile, and placed by his present Majesty in the Hall of Greenwich Hospital. I lighted upon it inadvertently, whilst a fine old pensioner, who had lost his hand in the same engagement, was explaining the allegories on the ceiling to a large party; and as I looked on the animate and inanimate ruin, connected by such glorious associations, and each so appropriately cherished by a Nation, I reflected on the various mementos that remain of him whose life was first devoted, and then sacrificed to his country,—of him who was neither the tool of faction nor the slave of ambition, but whose singleness of purpose and of heart guided him to the esteem of all parties;—of him who, by an union of the power of practical ability and personal energy, with the grace of chivalrous honour and love of enterprise, won the admiration of all;—of him who, by the undaunted resolution with which he kept the tiger at bay, and stopped the progress of one who quailed before none other, commanded the gratitude of the world. Columns have been erected to his memory,—his family is ennobled—his birthplace revered;—but it seems to me, that hearing his name pronounced by one of the veterans emphatically styled “his own,” is better than hearing it echoed by a whole people, and I turned with a melancholy satisfaction from the silent appeal of the memento before me, to the welcome voice of a still living portion, almost, of Nelson himself, to be found, in all the independence of sexagenarian privileges, at Greenwich.

“Some are born great, others achieve greatness, and others have greatness thrust upon them;”—but there is yet another class, who, by the quiet unobtrusive discharge of daily duties, near the persons of the really celebrated, become in a measure identified with the heroes themselves, and eventually acquire a lustre, which, though borrowed, is yet scarcely undeserved. There are many instances on record of such lesser lights, and I would add to the list a name, which has already been tacitly admitted—that of my friend Tom Allan, the long-tried “Wallet de Sham,” as he styles himself, of Lord Nelson.

It may be imagined with what a species of veneration the hero's veteran domestic was received in a small village in his native county, where he unexpectedly took up his abode some time back, in the service of one of his late master's relatives, who had most kindly charged himself with the care of the old man, and in whose household he enjoyed all the privileges with which years and fidelity ought always to be invested. Tom was, indeed, fully conscious of the important part he had played in the world, and was not at all inclined to lay aside his consequence, even though the source whence it was derived had so long been stopped. He always asserted that, had he been with his master during the action of Trafalgar, the fatal shot would never have been so correctly aimed. “Because, you see,” he would say, “I used always to take care that he was dressed properly. When he was going into action, he used to say, ‘Tom, I shall put on that coat,’ (meaning the one decorated with his orders,) and I used to answer, ‘No, my Lord, you won't;’—and when the battle was over,—‘There, now, don't you think this coat looks better than if it was drilled through with bullets?’” No man is a hero to his valet de chambre, and it is not improbable that the faithful solicitude of the servant might have once more prevailed over the hardy daring of the master, and preserved a life invaluable to his country. He was ordered to join Lord Nelson, and was on his road to Portsmouth—but the last ship had sailed before he reached the place, and he never beheld his master again. He did once, however, save his Lordship's life, by an accidental circumstance. Before the battle of the Nile, Nelson had a new hat which was too large for him; his servant accordingly stitched in a pad, just over the temple, in order to make it fit the head; and this pad prevented still further mischief from the shot which destroyed his eye; the hat was preserved by the Queen of Naples in a glass case,—forming rather too distant a pendent to the uniform at Greenwich.

To my great regret, I had but few opportunities of drawing upon the fund of anecdote and adventure that the old seaman's life must have afforded. One of his peculiarities was, that nothing could induce him to enter a boat, and though his services were often required on the water by the ladies of the family, he always said “he did not understand rowing.” The hatred to foreigners also, one of the mainsprings of action in the minds of Nelson's men, was carried by Tom to a laughable extreme: his constant cry, when I knew him, was, that “no good could come to England while she was governed by a foreigner”—because the Duke of Wellington, then at the head of affairs, was an Irishman. The genial influence of hot brandy and water unlocked his heart and his tongue; and I recollect, one evening, when with his favourite beverage by his side, he commenced upon the prolific subject of “Old Boney.”

"Yes, yes," said the old man, "many is the plate I have changed and the glass of wine I have handed to Boney, when we were off Corsica, and he carried the flag of truce between us and the French. He then offered his services to us, but he had been up to some of his tricks already, and we would have nothing to say to him,—we little thought, when we landed him at Leghorn, what he would come to ;*—aye, 'twas off Leghorn too, that we fell in with Captain ——. He was pressed one night, along with ten others, aboard my Lord's ship, and made a foremast man. But in a little time my Lord said to me, (he was leaning on the capstan,) 'Tom, I see —— keeps a journal; go and ask him if he will let me see it;' so I went, but —— said, 'I wonder what he wants to overhaul my book for.—I wish he'd let me go.' 'Tis not likely he'll do that,' said I, 'while he wants good sailors.' When my Lord saw ——'s book, he said, 'Tom, this fellow keeps as good a journal as any officer aboard his Majesty's fleet—he shall walk my quarter-deck.'" In a week's time he did so; was shortly after sent home in a captured vessel, appointed to the command, and has reached the head of his noble profession, proving both his own innate power and Nelson's penetration in discerning it. "Ah," said Tom with a sigh, as he finished his story, "if I had but been a scholar," as my Lord often said, "I might have been as high as Sir Thomas Hardy† or any of the rest of them—but I had no larning." Poor Tom! I scarcely knew whether to lament or exult, that you too, after a life of useful activity, should be brought to acknowledge the truth of the axiom, that *knowledge is power*.

Allan always reminded me of the shattered mast of one of his former dwellings; his face was seared by wind and weather, but there was an unyielding strength about his short stunted frame, that seemed to defy the attacks of time; his long hair was almost as black and his eye as piercing as when he was in his youth, and might, according to his own belief, "have had either of the princesses of Naples, if he had been so minded." He was an excellent specimen of the untutored and undaunted British sailor, and maintained a due ascendancy in his master's kitchen till his death, when the hardy veteran, having faithfully served two masters, to whom, I believe, he was with reason equally attached, —and his country, for which he had fought "*in sixteen skirmishes and fourteen regular engagements*," to use his own terms, has at length come to an anchor in the Hospital at Greenwich, where he appears perfectly happy, and where, I dare say, he "fights all his battles o'er again," and considers himself much more elevated above his companions in repose, than did his honoured master above his fellows in arms. D

Our ideas are much changed respecting the Navy, but our feelings are not, nor can they be so materially, while Great Britain remains "a

* Is it possible my old friend's memory may have played him false here? Has this circumstance been ever mentioned? If true, it presents a curious instance of the trifles upon which the fate even of nations sometimes depends. I have often thought that, if Nelson had been Napoleon's instead of King George's Admiral, England would not have been saved, for a fleet was all the tyrant wanted. On the other hand, if Allan's statement be correct, it is possible that the short experience thus acquired of Nelson's inflexibility of purpose, courage, and quickness of decision, may have taught Napoleon that he had, in the British Admiral, an enemy who could cope with him, and inspired him with the unusual dread of consequences that certainly saved England.

† Then one of the Lords of the Admiralty.

precious stone set in the silver sea." It appears an instinct implanted in our natures, to love that element which surrounds us, and affords us an easy means of defence from hostile, and intercourse with friendly nations. Nelson himself was an instance of that invincible spirit of enterprise, which fixes at once and without vacillation on the most unlimited scope for its action, nor is such a predilection necessarily prompted by circumstances. Three cases fell within my own cognizance of boys selecting and adhering to the naval profession, who had never even beheld the sea. The first possessed obstinate courage; he leaped into the water to save a younger brother, when only six years of age, and from that moment resolved to be a sailor—and kept his word. The second was an elegant and delicate little fellow, a chorister at one of the Universities, and intended for a far different profession. He suddenly acquainted his father with his desire to enter the Navy,—it was not listened to,—he continued his studies for a year, and returned home unchanged in his views,—he still met with no encouragement, and made a further attempt on his books,—in a few months he quitted his college and declared his determination never to return,—he was then too old to be admitted a midshipman, and entered the merchant-service. The third was a boy of superior mind and education; he was allowed to choose his profession, and after two years' mature deliberation, during which time he mentioned the subject to no one, he decided at twelve years old, and at school, on his first choice,—the sea. These three boys will each pursue his employment differently and with different results, but this will not alter the fact of the apparent intuition that dictated their choice, and which has always struck me as peculiar to the English character, and as much fitted to our insular position, as the amphibious habits of the beaver and otter to their mode of life.

It depends, however, upon the manner in which such a predilection be directed and cultivated, whether it lead to good or bad results. The passion for a sea life is in too many (almost in the generality of) instances reprovèd and combated; it is looked upon only as a *dernier ressort* when the desire is not to be overcome, or when large families of boys are to be provided for. But why so? Why is this, our noblest of professions, ours by birth and inheritance, to be thus depreciated, or that school shrunk from, which has produced such minds and such hearts as our extended list of naval heroes can show?

It is true that "the secrets of the prison-house" have lately crept out, and the pravities of the cock-pit and the severities of the quarter-deck have been discovered to us, but it is also true that minds may be made to resist, in a great measure, the contagion of the one, and to gain vigour under the discipline of the other; nor is it to be doubted that the impulse now acting upon the general plans of education, especially in public schools, will gradually extend its beneficial influence to the nurseries of our young heroes, and elevate the pursuits, the views, and the system of managing midshipmen*. The three boys already alluded to

* Our three best writers upon naval subjects, Captain Marryat, Captain Hall, and the author of "Tom Cringle's Log," have each coloured his history of a sea life according to his own temperament. The first may be said to have exposed the rocks, shoals, and quicksands on which the young sailor is likely to founder;—the second, to have showed him the means by which they may be avoided;—while the third (if that third be not *alter et idem* with the second) has thoroughly imbued us

will form good illustrations of how differently the same predilection may be made to act upon differently trained minds. The first, a persevering boy of good abilities, seemed chiefly actuated by praise stimulating his love of approbation. He had the common education of a public school, and promises to make a good practical seaman. The second, indulgently brought up, and of unstable enthusiasm, and entering, too, a lower branch of his profession, will probably suffer disappointment. But the third is the child of a refined, a tender, and a strong-minded mother, who, when she found upon what her boy was bent, set herself about putting him in the best road for attaining his object worthily. She gave him the noblest views of his profession; she made him comprehend clearly the full range of knowledge it embraced, the intellectual as well as corporeal endowments it called for; she pointed out all the difficulties that would lie in his path, and all the honours it might lead to; she made moral courage the foundation of physical, mental the companion of bodily strength, and she sent him forth with her blessing, as trim, as buoyant, and as well provided against danger, as the vessel itself in which he was to brave the elements. If early precept be really of any efficacy, that boy will rise not only in the practical branches of nautical knowledge, but he will rise to that elevation of thought, feeling, and action, that ought to distinguish him to whom the lives and interests of his fellow-creatures are committed, and who has to contend with an element on which man can leave no traces either of his course or of his power.

The single-heartedness and simplicity of mind which used to be the general characteristics of the British Tar are too, in a great measure, falling away before the tide of changing opinion. Continual residence on shore, and amore unrestrained intercourse with foreign nations, though they have in one sense done good by enlarging the mind of the sailor, and giving him kindlier feelings towards his species generally, have, on the other hand, broken in upon that concentration of feeling which made him acknowledge but three principles of action,—love for his country, hatred of her enemies, and obedience to his captain. We should rarely now find such a character intact, except among the noble old veterans at Greenwich. Nevertheless, a constant dependence upon the ocean for the support of life, and the daily (and nightly) contemplation of this, the grandest portion of creation, seems, in a manner, to sublimate unsophisticated minds, and to imbue them with a high and poetic cast of thought, nowhere else to be met with in civilized society.

I am in the habit of visiting a small fishing village on the eastern coast of England, which affords some interesting illustrations of this remark. The place is built on the verge of a bold cliff which extends along the shore for several miles, the nearest town being a small unimportant watering-place, better than six miles distant. The inhabitants are supported almost entirely by the mackerel, lobster, and herring fisheries, and their dwellings are little better than huts. Yet the situation is picturesque, including almost every variety of prospect. The

with the poetry of the ocean. Still the general impressions left on our minds by their works, of the character of the sailor, are favourable, and if they, in some cases, upset the romance that has so long surrounded it, they, in many others, show how fine a field the seaman's life presents, for the exercise of the highest mental, moral, and bodily powers, if their germs be only early implanted in the mind.

land on all sides of the little hamlet is tilled up to the very brink of the precipitous descent to the sea*, and scantily specked with neat farm-houses of the second class; the country is richly wooded at a short distance only inland, lines of purple heath intersecting the varied foliage, with here and there a mill, a light-house, or a grey church steeple of the old Saxon order, breaking the line of the horizon, or with the still fine ruins of a once majestic priory, gleaming among the distant trees. In the opposite direction, the sun shines upon the swelling canvass of the frigate, the humbler rigging of the merchant vessel, the smoky trace of the steamer, and the tiny sail of the fishing-boat, while the roll of the breakers, far below, upon a polished beach, is enriched by "the deep-toned diapason" of their fall, at a few miles distance upon a crashing bank of stones, where the cliff ends, and where smuggling begins, favoured by this inhospitable landing-place†, and by a tract of desolate salt-marsh. My friends, however, of the village of S— have little or nothing to do with this, or any other sort of peculation: they possess as truly honest hearts as ever beat beneath a striped shirt and blue-jacket. There are not above a dozen surnames in the place, which was evidently founded by a very few families, and the several individuals of the same name are distinguished from each other by a title given to the heads of families, and a nickname to the scions:—thus the father of one house is "King John," of another the "Admiral," &c. No door in this primitive place is locked either night or day; if a tired fisherman, on quitting his boat, enter his neighbour's cabin because it is nearer than his own, he is not looked upon as an intruder; and if you inquire for lobsters and he has none in his baskets, he will run half a mile to serve "Billy Key," who he knows had a more fortunate haul than himself. There is a total absence of selfishness or love of gain among these people; they follow their severe mode of life cheerfully, and are so accustomed to pursue their lonely track upon the ocean, night and day, with

* On this part of the coast of England, the sea, as it is well known, is making yearly encroachments: portions of S— have been twice washed away. A very good inn, built on the edge of the cliff, fell in 1800, and one or two very old people in the place point out to you, when the tide has ebbed, the door-stone of a tailor's house which they remember formerly standing in the middle of the town, and which now forms the resting place for one of the coys, or baskets for preserving lobsters alive, belonging to the fishermen.

† This description is not exaggerated. The cliff terminates gradually in a point from whence you may leap to the beach, but for miles there is no other resting place for the foot, than a high embankment of large stones coasting the sea in a semi-circular line, and showing not one particle of sand, even when the tide is out. The noise of the billows dashing upon this rough mass is always to be heard at the distance of three miles; when near, it renders the voice perfectly inaudible, and in stormy weather its roar is distinguishable to a much greater distance, above the chafing of the waters upon the smoother beach. Yet there is a Preventive station for an officer and six men on this very embankment—desolation in the rear, and uproar in front—while, if ancient sayings hold good, they may be one day exposed to still greater disagreeables; for one of mother Shipton's prophecies refered to this place:—

"If the French would England win,
They must at Weybourne-hoop begin."

In one of my rambles in this dreary spot, I lighted upon a little spring of the clearest and freshest water bubbling up among the stones, at not more than thirty yards from the salt sea,—so near lie the sweets and bitters of life! I looked up to the lonely station-house, whose inmates I had been pitying, and thought that even there the heart might have its own fountain of enjoyments, undisturbed by the storms of the ocean.

only a plank between themselves and eternity, that they have the most complete reliance upon Providence, and their own powers: Neither is it to be supposed that the seaman ploughs the deep in the same spirit of careless absence of thought, that the peasant "whistles o'er the furrowed land;" every wave that his keel divides may open for his destruction, instead of yielding fruit for his nourishment; every cloud that appears above him may burst for his annihilation, instead of dropping a blessing on his labours; the greater part of his occupation is carried on, not beneath the cheerful sun, but in the hours when nought is keeping vigil but himself and the ocean, and accordingly his ideas become elevated, though not extended*,—his heart softens as his arm strengthens, and the child who, in inland villages, too often flies from its father as its task-master, here clings to him almost as its plaything. No child is ever beaten. I have occasionally seen an old seaman dodging among the boats with a rope's end in his hand, after an urchin who had pulled his nets about, but somehow or other he never came up with the chase. The "lads," as they are always called, grow up in the same spirit of generous independence. A "frolic" was once given in the village, by a gentleman who came accidentally among them. Among other sports, the boys had a rowing match, which was won by a fine fellow of about fourteen, who received the, to him, exhaustless sum of five shillings. His competitors, however, did not appear to have understood that they were to be left entirely without reward, upon which the winner, with the utmost simplicity, divided his gains among them, and went off quite as contentedly with his small share, as he had previously been with the whole of the treasure. Their utter ignorance of the value of money is indeed curious. When a herring-boat is fitted out, it usually belongs to three or four partners, (as it is an expensive affair,) who are each furnished with a stock of provisions, and who are frequently out for two months together, fishing and trading on the Yorkshire and Scottish coasts. On their return they adjourn to one of the two public-houses in the village, lay their profits on the table, and push round the pieces of money, gold, silver, and copper, as far as they will go, no one inquiring whether the division be equal or no; indeed, a person once endeavouring to make them adopt a more arithmetical mode of proceeding, was turned out, as trying to introduce discord among them. Nor will those who have amassed considerable sums by herring curing, as is the case in some few instances, be persuaded to invest their property in any way. I recollect once going to change some notes at the house of a bluff old fisherman†, who, on hearing my request, produced a quart mug filled

* An oath seldom or never passes their lips, nor is intoxication a vice they indulge in, and the superstition which appears inherent in the character of the seafaring man is with them scarcely of a lowering kind. If it prompt them to be silent as to the sights they have (or imagine they have) witnessed on the ocean, except when on terra firma, it also assists in making them scrupulous observers of the third commandment, and of the holiness of the Sabbath.

† This old man is another proof of the attractive power of "the blue, the fresh, the ever free." He was, as a child, employed by one of the neighbouring farmers, but no sooner was he old enough to exercise a will of his own, than he abandoned the plough and the sickle, and took to the trade of a fisherman, his only capital being a net and a basket. When I knew him, he was the owner of four or five herring-boats, (the average value of these vessels being 100*l*.) and carried on curing to a great extent. His gains would have even then secured him a comfortable annuity, but such was the force of habit, that the pursuit of an occupation requiring constant exposure and activity was the more agreeable to him, and his fare was, by choice, little beyond red herrings and potatoes.

indiscriminately with gold and silver, and emptying it on the table before me, begged me to "choose for myself."

The herring season, beginning about the middle of September, is the time for seeing my friends to the greatest advantage. This is the enterprise of the year; the voyage on which their winter stock of provisions, and not seldom their rent, depends; the effort on which the rest of the year appears to hinge. The little corn gleaned by the wife during the harvest is threshed out and ground; and for weeks beforehand, every penny that can be eked out of the husband's hard earnings is saved to provide him with food, clothing, and nets for his venture. I have more than once seen a woman carry her last loaf and a warm jacket to her husband's boat, and return to her solitary cottage with no certain prospect of a meal herself till the return of her helpmate. Nor would the wives and children thus left be able to live, were it not for the honest understanding that subsists among all, and ensures credit to the poorest. Be it understood, that debts so incurred are almost always punctually discharged. But when the boats are expected home, all is eagerness and joyful activity. The very urchins, paddling with bare legs in the foam of the breakers for pastime, recognise their father's sail as it enters the offing; mothers, wives, friends, cluster down to the beach as the welcome boats cast anchor, or, if the tide serve, shorten sail, and drive in almost to the foot of the cliff. Every face looks like an old acquaintance to the voyager as he springs ashore, and I verily believe, if the King himself were present, he would offer his hand to his Majesty. The last arrival of this kind which I witnessed was by the light of a bright autumnal (the fisherman's) moon. Carts were on the sands unloading a vessel, that had come in some hours before, of its silvery cargo; the children were tumbling about in noisy glee round her dark sides, and the fine contrasts between the massive shadows of the cliffs and the gleaming beach and breakers, would have captivated an artist's eye—when a new sail was seen scudding in before the fresh but balmy wind. She could not be recognised till her keel struck in the yielding sand. A few minutes after, her young owner stood in the moonlight, with his wife clinging to one arm and his infant laughing in the other; it was his first voyage, and he had encountered some hard gales, but I almost envied him the sense of perils past, that made the present so doubly happy.

But some busy speculators talk of building *good* houses at S——, and these unsophisticated and unworldly people (most of whom have never seen a large town) will "have their haunts broke in upon." They will sell their lobsters and herrings better, but will they be happier?

I have wandered far from my original theme, but my course has not been broken; from the noblest Admiral of an invincible fleet, to the humblest fisherman who, like many of my S—— friends, fearlessly risks his own life to save that of the wrecked stranger, there is a chain of associations which connects them with the best feelings of our nature, as well as with the most poetical,—no slight bond of sympathy; and until Mr. Brunel shall have carried a tunnel under the British Channel and the German ocean, we shall all, I doubt not, wish well in our hearts to the blue jackets, whether they man the yards of a ship of the line, or scud over the billows in a crab-boat.

THREE MONTHS IN THE WESTMINSTER GRENADIERS,
COMPRISING SKETCHES OF THE BRITISH AUXILIARY LEGION OF SPAIN, DURING
AUGUST, SEPTEMBER, AND OCTOBER, 1835.

BY A VETERAN.

"Nothing extenuate; nor set down aught in malice."

ALLURED by the promises held out, that the discipline and usage of the men who entered the Queen of Spain's service would be the same as in the British Line, I enrolled myself at the Isle of Dogs on the 18th of July last, and surely never man joined a more motley crew: Falstaff's ragged regiment was but a type of them; however they got their rations, straw (that had once been clean) to lie on, and $4\frac{1}{2}d.$ daily: this, with liberty to bask in the sun and do nothing, kept them tolerably quiet, and, on the 22nd of the same month, the Reveillé beat at four in the morning, and they were fallen in, and marched, without further note of preparation, into the boats, which took them (where many indeed ought to have been sent long before) on board a hulk!

Secret as the intended embarkation had been kept, some of the men suspected it, and when the drum beat at that to them unusually early hour, upwards of forty, instead of falling in, fell out and deserted, most probably many of them to join another dépôt and repeat the same game.

After remaining on board the hulk off Deptford forty-eight hours, we were transferred to the Lord Lynedoch, formerly in the East India free trade, and here our service might be said to begin.

I shall not inflict on the reader a detail of the voyage lest it should prove as tedious to him as the passage itself was irksome to us, but content myself with stating that we met with nothing but misfortunes for seventeen days. The captain died suddenly whilst in the quarter-gallery off Deal. The ship got aground on the Saints off the coast of France, and the men got into a state of mutiny on account of not receiving their proper rations. However, owing to the measures taken by Adjutant, now Captain, Keevill (an excellent officer), and the sending fifty of the most refractory back in a steamer that overtook us with stores, we arrived at Santander without further accident, except laming three men by falls down the hatchways which were left without protection; indeed the ship had been sent to sea with the most culpable negligence as to the wants and comforts of the men, unprovided with berths, bedding, or coverlets of any sort.

We landed at Santander on a Sunday morning about six o'clock, and were received with partial vivas by those of the inhabitants who came to gaze on their new allies. After being kept under arms (for be it understood that we were served out with arms, accoutrements, and necessaries on board) for two hours, we were marched about a league and a half to a large monastery, which had before been used as a barrack, and which was now partially occupied by the 7th, or Irish Light Infantry.

Here we found nothing but bare walls, and an accumulation of filth left by our predecessors, which the military reader will easily conceive, but which it would be difficult delicately to describe. Rations were not provided till evening, but this was of minor consequence, as the men having been paid their bounty—two sovereigns—on the day previous to disembarking, money-changers had followed from the town,

and the patio, or court-yard, of the monastery was filled with dealers in fruit, milk, fried fish, and aqua ardente.

Now the Saturnalia began, and within four hours after we entered our barrack, three parts of the men were either beastly drunk or fighting; side-arms, as a matter of course, came into requisition, and it was not without much difficulty and some danger that the officers and serjeants succeeded in collecting all the arms and placing them in the orderly-room under a guard.

For two days there was no parade, only a roll-call morning and night; but on the third we began to drill. The captain in command at this time seemed to think it was as easy a matter to make a man a soldier as to dub a gentleman an officer, for he actually commenced firelock-drill before the men were thoroughly masters of their facings, and they were made to blunder through the manual and platoon, when they could no more form four deep than they could a solid square.

Nor was their instruction confined to the field duties of a soldier alone; for they were paraded in companies to clean their belts and firelocks, pack their knapsacks, fold their great-coats, &c. Their leisure hours were, as naturally might be supposed, employed in perambulating the neighbourhood; and it would appear that many of them were amateur bird-fanciers, for not a cock could crow in safety within a league of the barracks, and the youthful progeny of pork were frequently missing from their homes, in a manner mysterious to their owners, but by no means unaccountable to many of their foreign neighbours;—indeed, it would seem that, not content with those branches of military science in which they were receiving instruction, they were anxious to perfect themselves in the art of foraging, and to render themselves competent, if necessary, to act as a *rifle* regiment.

In short, the numerous bad characters who had entered the Westminster regiment, now seemed to give loose to their natural propensities, and not satisfied with plundering the inoffensive peasantry of their poultry, fruit, &c., commenced robbing their comrades. Knapsacks were emptied, pockets cut off, and even boots taken from the feet of the sleepers, with a neatness and dexterity which would not have disgraced a Barrington. Every means were tried to reduce them to something like discipline; patrols out day and night, the provost-guard constantly on the alert, and certain and summary punishment if caught *flagrante delicto*.

At the expiration of a few days General Evans arrived, and on his first inspection of the regiment, expressed himself so satisfied with its appearance, and the progress the men had made in their discipline, that he gave them the title of the Westminster Grenadiers, they having been known before only as the 3rd Regiment. Nor was the General's praise ill-bestowed, considering the paucity and qualifications of our instructors: one captain who had acquired the principal, if not the whole, of his knowledge in Don Pedro's service; the adjutant, an indefatigable man, and seven subalterns, only two of whom had been in any service before—the others were mere boys, either emancipated from the trammels of the boarding-school, or released from the counting-house, useless for a time in any regiment, but a positive nuisance in a new-raised corps, where everything was to be learned.

After remaining a fortnight at Santander, we were ordered to embark for St. Sebastian at the same time with the 7th regiment. Al-

though it was the middle of August, and we had only a league and a half to march, we did not arrive at the quay until after dark; and in the confusion, arising from the different language of the boatmen, the inexperience of the officers, and the want of light (both regiments wearing the same facing), we got intermixed and were hurried on board two armed vessels, the *Donna Isabella* and the *Rainha Gobernadora*. It was my lot to embark in the former vessel, which, being a steamer of war, with a full complement of men, had no accommodation for troops, and consequently we were obliged to remain on deck three nights and two days, during the greater part of which time it rained very heavily.

On the morning of the third day we landed at St. Sebastian during a tremendous shower, which I suppose damped the warmth of our reception; for we met with none of those enthusiastic vivas, ringing of bells, or other demonstrations of welcome, with which the English papers had stated the first regiment that had arrived was greeted.

The town of St. Sebastian has been so often, and so ably described, as to be well known to those military men who have not seen it; and to civilians it will suffice to say, that it is strong both by nature and art; while the castle, perched like an eagle's eyrie on a rock, is accessible by only one winding path, and can be reduced by famine alone.

We were marched into a convent, from which the inmates had been expelled in the early part of the insurrection; and here we found rather better accommodation than at Santander, as there were cook-houses, with coppers fixed, and a rug for every two men. Here, too, we met 300 recruits who had come direct from England, with many officers, including two majors and a lieutenant-colonel commandant. The latter, Lieutenant-Colonel Renwick, was indeed an invaluable acquisition, having seen much service in the British army: he was fully competent to command in the Spanish:—of a humane disposition, and firm of purpose, he knew how to temper discipline with mercy, and, had he been suffered to remain with us, would doubtless have made the regiment as effective as could have been formed out of such materials.

For a time matters went on in the usual routine: drills, parades, inspections, and field-days followed each other in regular succession; and that portion of the Legion then in the garrison progressed steadily, if not rapidly, towards being in reality fit for service. On Sunday, the 30th of August, after a parade in heavy marching order, and between four and five in the afternoon, the whole of the British, supported by the Chapelgorries, were ordered out and took the road to Hernani.

The town of Hernani stands on the highway leading from St. Sebastian to France, and is more worthy of consideration from its situation than its size: the road to it is rugged and bad, commanded in most places by hills; and in others, the plantations of Indian corn, small vineyards and orchards that occasionally skirt the path, afford a most excellent shelter for sharp-shooters or light infantry,—an advantage the Carlist commander did not neglect to avail himself of.

We advanced right in front, the first regiment leading, followed by the third, the second on the left, and the whole flanked by the Chapelgorries and a detachment of the regiment of Africa, and proceeded a league without interruption; but on reaching the bottom of the Hill of the Venta, (so called from a wine-house that stood on the summit,) we

discovered that the enemy had excavated a large and deep trench, and flung up the earth as a breast-work, from behind which they opened a fire, galling enough as it was, but which would have been much more destructive had it been reserved until we were nearer.

The 1st lost three killed and several wounded by the first volley, which they returned with little effect; however, on the whole being ordered to advance, part of the brigade descended into the trench and clambered over the breast-work, whilst the other part turned it on the left: this was not done without confusion; but Brigadier-General Chichester, who behaved with the greatest gallantry, brought the men again into something like order, and succeeded in driving the enemy from their position.

A portion of the town was burnt, and there is no doubt but the whole would have been destroyed had we been provided with artillery. A rocket-frame, rockets, &c., with four gunners, indeed, were borrowed from the armed steamer *Donna Isabella*, but owing to some accident, the first rocket attempted to be discharged, burst, and severely wounded the only man who was competent to direct them; consequently, they were of no avail, and we measured back our steps to St. Sebastian, with about thirty wounded, and six or seven killed; but as no return of casualties was ever made public, it is difficult to ascertain the exact number; however, be that as it may, those in command seemed determined to render the affair as little expensive to the Government as possible: for, contrary to the custom in all European services, they made the men who were wounded pay for their arms that were left on the field. One poor fellow in particular, (Daniel Hogan, of the 3rd,) who was severely wounded in the knee, lost his knapsack, (for, be it remembered, we were taken out in heavy marching order,) firelock and bayonet, and was immediately put under stoppages for the whole, without any allowance being made for the circumstances under which they were lost.

The wounded men were taken into a part of the Spanish military hospital, which had been given up to our use: it was furnished with good and comfortable beds; and indeed, in every transaction with the Spanish authorities, civil or military, we were very well treated. Here again gross negligence was apparent in the conductors of the expedition, for there was hardly any bandages, and a great scarcity of medicines; indeed, the 3rd had come out without any medicine-chest at all.

However, if medicines were scant, medical men were plenty, and the names of Surgeons Bunnett, Barry, Dade, and Assistant-Surgeon Docker, will always be respected by their patients for their humanity, skill, and attention. Whilst on the subject of the hospital, it may not be amiss to record the singularity of a gun-shot wound received by private John Richardson of the 3rd, who had a musket-ball lodged in his forehead, immediately over the left eyebrow, which was extracted without his suffering any inconvenience more than a dent remaining in his head, thus proving that a thick skull is sometimes an advantage.

A few days after the affair of Hernani, nearly the whole of the British auxiliaries were embarked for Bilboa, only a small garrison remaining in St. Sebastian.

On the 13th of September the place was nearly surprised by the Carlists, who succeeded in introducing several men into the town in disguise, but by the vigilance of the Spanish officer on the Bridge-guard, they were detected, and thirty taken prisoners. Part of a correspond-

ence with some of the inhabitants was also seized ; and a silversmith of considerable eminence in the town was committed to the Castle as one of the ringleaders in the plot.

About the 17th, an order came that the sick, wounded, (who could be moved,) and those who had been left behind with the stores, thirteen lancers and their horses, together with those belonging to the mounted officers of infantry, and the women and children, should immediately follow their respective regiments, and certainly never was embarkation worse conducted. Two small brigs had, it appeared, been hired for the occasion, and after being kept under a scorching sun for three hours, in uncertainty as to which vessel they were to sail in, the sick and wounded (many of them on crutches) were sent on board the Rambler of Peterhead, where there was no possibility of going below, the hold being crammed almost to suffocation by the horses ; nor was the slightest attempt made to procure any comfort for the unfortunate men, women, and children, who were embarked without either rug, blanket, or any covering but the blue canopy of the heavens, or bed but the plank ; and as they did not get on board till after twelve, they got no ship rations, and none having been drawn on shore, they would have been wretchedly off had not the master (whose name I am sorry to have forgotten) given to each man a dram and a biscuit.

The voyage, short as it was, seemed to be marked by accident and misfortune, for we had not left the harbour two hours, when the adjutant of the 3rd's horse killed his groom on the spot, and the wind chopped right into our teeth. After beating about the whole of the night, and part of the next day, we found ourselves becalmed off a small town, which we soon discovered was unfriendly, for by three in the afternoon a fire was opened upon us from a battery, of the existence of which we were previously ignorant.

Some of the shots fell short, some went over us, and three or four dropped in unpleasant proximity ; so that, as they took plenty of time, and practice makes perfect, we had every reasonable expectation of being sunk by sunset. However, it was otherwise fated : for the Earl of Roden, armed steamer, with recruits on board from Cork, bound to Santander, fortunately hove in sight, and, attracted by the firing, immediately bore up to us, ranged in shore, and by the quick and well-directed fire of her heavy guns, silenced the battery, and then making a hawser fast, towed us in gallant style to outside the bar of Portugalette, when she gave us three hearty cheers, and proceeded on her voyage.

After waiting a day and a half for sufficient water, we passed the bar, and proceeded some leagues up a considerable river to Bilboa. The scenery on both sides is beautifully picturesque,—vineyards, gardens, patches of maize, and plantations of water-melons, extending to the foot of the mountains, that everywhere closed in the view ; gentlemen's villas, farm-houses, and religious edifices, embosomed in groves of laurel and evergreen oak, with secluded villages in the distance, completed the richness of the landscape ; but everywhere dilapidated buildings, bridges destroyed, and walls blackened by fire, bore dreadful witness to the devastating presence of civil war.

We landed after dark on a public walk by the river side, about half a mile outside the town, and proceeded as we best could find our way, the sick and wounded to the general hospital of St. Engracia, and the convalescents, women, &c. to the monastery of St. Francisco, which well

merits description from a more practised pen. It stands on the opposite side of the river to the town, with which it is connected by a handsome suspension bridge, the second of the sort erected in Spain, over the arch of which nearest the town this brief inscription is placed:—

Reynando Fernando Septimo,
de sue clase el segundo en España;
por Antonio de Goirochea de la
Real Academia de San Fernando.

All persons who pass this bridge pay a quarto, about a halfpenny English; equestrians and carriages in proportion; the military, as a matter of course, are exempt.

The monastery of St. Francisco is a building commanding from its situation and imposing from its size, containing (within the walls) a large church, two spacious quadrangles surrounded by cloisters, and ample room for the accommodation of 5000 men. Attached to the edifice, and within the outer wall, (now loop-holed for musketry,) is, or rather was, a most beautiful cemetery, the centre tastefully laid out with evergreens, monthly roses, dahlias, and a variety of the most enduring flowers; whilst under the piazza which surrounds the whole are tier upon tier of depositories for the dead, in shape not unlike a small oven, capable of containing one body only: when occupied, the mouth was slightly walled up, then plastered over, and the name, rank, &c. of the deceased inscribed thereon. And now you would suppose that the tenant of the tomb might rest in peace—but no; the frail barriers have been broken down, the mouldering remnants of mortality exposed, and the sacred privacy of the grave violated by men whom I blush to call Englishmen, in search of treasure.

On the outside of this cemetery is an extensive Campo Sagrado, or burying-ground, for such persons as were not sufficiently rich to pay for interment in the inner inclosure. This burying-ground has deep trenches cut against the walls to serve as cloacæ to the barracks; and human bones, in every stage of decay, were hourly trodden under foot and mingled with filth of the most disgusting description, in a manner repugnant and revolting to civilized beings.

St. Francisco, at the time of which I am speaking, was occupied by three regiments,—the 1st, 7th, and 3rd, or Westminster Grenadiers; the latter of which were barracked in the church, a splendid building of Gothic architecture, containing eight altars, besides the high one, to which you ascend by nine steps of beautifully tessellated marble, defended by iron-railings of superior workmanship. Two pulpits, elaborately carved and exquisitely finished in azure and gold, and an organ of large size, richly gilt, and surmounted by a finely carved figure of St. Cecilia, were the first objects that attracted the eye on entering the sacred edifice; whilst the few fragments of stained glass that remained in the numerous windows, and remnants of the richest crimson silk curtains that waved as streamers mournfully in the blast, left no doubt of the mind of the beholder that it had been one of the most splendid conventual churches in the north of Spain.

Here we lived, drilled (in wet weather), prayed on Sundays, and punished most days in the week. Lieut.-Colonel Renwick had been placed on the Staff of the Legion; and Lieut.-Colonel Churchill, who succeeded him, seemed to have acquired his notions of discipline in a very different school; though he, too, had served in the British Line.

“Spare the rod, and spoil the child,” said Solomon. Spare the cat,

and spoil the soldier, thought Colonel Churchill; and to so great an extent did he carry his zeal for discipline, that he has been known to take up the bloody instrument of castigation, find fault with its lightness, and order heavier to be manufactured. Some were wicked enough to whisper, it was a pity that he had not an opportunity of a more intimate acquaintance with its weight. But be that as it may, men for trifling faults—such as coats ~~not~~ folded exactly to the regulation standard, cartridge-wrappers being broken in their cartouch-boxes, belts, brasses or buttons not properly cleaned,—have been taken out of the ranks, tied to the rails of the high altar, and flogged *à posteriori*! receiving from two to six dozen each, at the pleasure of the Colonel.

The rations, consisting of beef, wine, and bread, were regularly served, and generally of as good quality as could be expected, with the exception of the wine, which was very bad, certainly not wholesome, and producing dysentery in those who drank any quantity.

In the latter end of September the greater part of the garrison made a sortie to drive the enemy from the road to Portugalette, with which place they had interrupted the communication by land, and completely succeeded in their object, with very trifling loss. One serjeant of the 1st, got an Ensigny for his bravery; and Captain Charles Brew, of the 3rd, was noticed in General Orders for the distinguished gallantry of his conduct.

After this affair, nothing worthy of notice, on a military point of view, occurred during the stay of the writer of this sketch in Bilbao—the troops being taken daily out for exercise when the weather permitted; and when it did not, they were drilled (by regiments) within their respective barracks: the bugle invariably sounding “Turn out the whole,” at a quarter before four in the morning, when the men fell in by candle-light on their private parades in heavy marching order. By a little after four, the officers arrived from their quarters in the town and inspected their companies until half-past four, at which time the regimental parade was formed, and the whole marched to practise field-manceuvres, at which they continued till eight or half-past eight, when they were brought back to breakfast. At ten, the regular morning parade took place in light marching order. Guards were mounted, court-martials read, punishments inflicted, General Orders promulgated, &c., until twelve, when the men were dismissed to get their dinners, as best they might, being unprovided with plates or mess-tins of any description. Eight kettles, capable of holding six quarts each, had indeed been issued to each company in lieu of the large and serviceable camp-kettles used in the British Service; but these were insufficient, and in consequence, whilst some men got soup, others could not obtain any, and perpetual broils ensued.

Whilst speaking of the men’s messing, it may not be irrelevant to mention the way in which the Spanish soldiers partake of their dinners. The kettles of soup, with the meat, &c., in it, or salt-fish and vegetables stewed together, are placed at convenient distances in the barrack-yard or street, on the ground. The men form by companies in rank entire, each provided with a wooden spoon and a piece of bread, and advance by twelve at a time to each kettle, fish out as much as they can in their spoons, and then fall back to their places and eat, whilst another twelve advance, and so on in rotation, till the whole is consumed, with the utmost regularity.

In the beginning of October, a Medical Board sat for the purpose of invaliding and sending home such men as, from accident or infirmity, were unfit for service ; and it was stated in General Orders that a duplicate discharge would be issued to each man who passed the Board ; one copy of which was to be sent to the Agent for the Legion in London, and the other to be presented by the owner at the office in the same place, when the gratuity, compensation, or pension, as the case might be, would be awarded and paid.

Various were the speculations made as to the supposed amount which each man would receive, in proportion to his hurts or length of service ; but on one point all agreed—that there would be a “ something,” however trifling, given to all who left the Service with an unblemished character.

On the 16th of October, the men who were to be sent home were summoned into their respective orderly-rooms, paid up to that day, and signed their balance-sheets : then, without being suffered to return to their barrack-rooms, were marched a league down the river’s side previous to being put into boats to take them on board the steamer. In all cases their knapsacks, havresacks, and dress-coats, were taken from them ; and in most, their great coats. The men belonging to the Westminster Regiment were among the more fortunate class, for just as they were on the point of embarking, a serjeant arrived in breathless haste, bearing an order that they also should deliver up their upper garments, But Captain Charles Brey, who had the charge to see us embarked, refused to let his men encounter the voyage without some sort of protection against the weather ; and, with a generosity and spirit which cannot be too highly commended, said he would be answerable for the amount of the whole.

After remaining one night, as usual, on the deck of the *Mazeppa*, a very small steamer, we proceeded to Portugalette, where we were transhipped into the *Jame Watt*, a large and commodious vessel, where we found about forty Germans, fine hearty fellows, who had been discharged in consequence of three of their countrymen having deserted to the enemy ; several invalids from different regiments, some of whom had been deprived of their shell-jackets, and were sent home shivering in a short canvass frock and trousers, such as are worn by working tallow-chandlers. Of women and children, too, there was no lack, for most troublesome characters were sent home by this conveyance.

Berths there certainly were, parted off as in a transport, but not a vestige of bedding, rug, or coverlet of any description. This for invalids, some of them dangerously ill, (by-the-by one died on the voyage,) was but a scurvy treatment ; and, after being ten days on the voyage, and detained thirty-six hours at Blackwall, an Agent arrived, paid us for the time we had been on board, deducting for rations, and sent us on shore without a single penny in shape of gratuity.

Let those who read this plain statement of facts judge for themselves of the faith that has been kept with the deluded men who have entered into the British Auxiliary Legion of Spain ; and if it should prevent only *one* from being entrapped into a service whence little credit and no profit is likely to accrue, one principal aim of the writer will be answered.

“ MILES.

A MIDSHIPMAN'S REMINISCENCES*, WITH AN EDIFYING DIGRESSION
ON NAVAL PROMOTION.

WHERE was I?—On the Tigris at Canton, very busy among the Sanpans; but that excellent work of Holman's just out tells me very plainly to quit that part of the world for the present; besides, I hate repeating what is so clearly, so excellently told in his last volume. Novelty is what we want: a "twice-told tale is tedious." I reflect, too, that when I have unloaded my pedlar's box of tune-bedimm'd wares, of shark's fins and opium, Ladrones and mandarin boats, chop boats, jos houses, Indian fruits, bungaloes, Malays, typhoons, and topsail-halyards, that there is not one article of any new fashion, or any known virtue to your young readers, nor indeed to your old. I will, by way of change, then, as this is the season of pantomimes, jump back home, and skip over all intervening time. O Time! most potent, invisible, and insatiable monster, devouring with a slow rapacity, and creating with a more snail-like swiftness;—that are, and are not—are not! indeed, I cry your Reverence mercy: I know you by my white hairs—by my lost friends—by my increased substance, and shorter wind!—by those sweet girls I saw but yesterday, (in some dream!) now grandmothers!—by all the melancholy train of "has beens!" And yet here is the universe, the sun, the earth, the spring, and the snow, as fresh as ever. Time, then, is nothing—O nothing.

Ask for your old favourite hunter after ten years, or your favourite dog—Sir, they are part and parcel of the earth: you'll find them, mayhap, in the grass—perchance in yon tulip! Where's your friend, whose vigorous frame leaped twenty feet, whose arm did sledge hammer's work?—he, too, has gone to grass: his wit, his genius, his goodness, his philosophy, all covered up by a bit of sod—or, worse and worse—your dear friend, all weak and silvered o'er, is going—going: but he has a high place, with much glory!—poor man, yes—he's going—softly—he wants rest—he sleeps! Light of the sun! what is this—that we alone, who think and trace the heavens, can thus count out our sand-like minutes, while all else revivifies—or, blessed unconscious, knows not what ye are! It makes the heart ache to dwell on it! I cannot, will not be comforted!

Have you seen the chimpanzee at the Zoological, my dear fellow?—how old do you take it to be, by computation? It is a young monkey, and yet he may be forty good years—if he could explain himself—he knows nothing of the sun's circle, father of the earth's. Pray what does he think of the members of the Zoological? Sir, we are all curious monkeys to him—when he returns to his woods, let him write his travels.

But, yet more melancholy as the sun shines, who is that gay young lady of a certain age, leaning on the arm of a gay gentleman of a certain age, both well preserved (Heaven preserve them!)?—That?—that is Lady * * * * *. She was a very beautiful creature thirty-five years ago, and he was then a fine manly young fellow. Happy mortals! blessed with the intellects of the poor chimpanzee, they know nothing

of time, as you perceive; they are both the *petit maître* and *petite maîtresse* of a whole generation back. O favoured mortals! most philosophical in your shallow vanity! Blessed vanity, thou healer of all our ills! Thou, my dear bosom friend, it is that makest me, too, count as months the years gone by, and urgest me to swear by Styx, I will not grow old!

But I will dress and go to the ball on South Sea Beach, and waltz to poor Bellini's tender "A te, o cara," and gallop through "Gustavus's" witching sounds with the young fresh roses of 1835. So, then, I am happily arrived at Portsmouth! Six months ago—not at all changed by lapse of years—but don't let me ask questions—I say the grass does not grow in the streets, as foolish people have said, since the peace; on the contrary, a regeneration has taken place: many things have been brought into existence: look at the fashion of Southsea; look at the Beach, the best in England to bathe on; look at the ball-room and subscription rooms, and all the loveliness walking about. Unconscious creatures (of my younger days!)—there was a disagreeable twitch!—but *vogue la galère*! What is India to Portsmouth? and what are you rhapsodizing about? some steady post-captain or luff will say, when he gets so far: having snapped up the U.S. Journal in a hurry to get before the other conning subscribers who toddle out by times from Portsmouth proper, and Portsea, and Southsea, to the Beach-rooms—what is all this of the sun and moon of this midshipman run mad!

A hoax, depend on it—the concoction of the extra fog and smoke compound of a January in London. Sir, I wish you a happy new year—can you inform me what that solitary frigate is about at the Spit!—just lend me the glass—very fine girls those—the three close aft, just look, close aft, in the Ryde steamer—Anything new this morning?—O, after you have quite done—thank ye.—There is not a thing stirring—News, my good Sir!—the whole world is an absolute stagnation since the peace. Ah! when I—Your lady and daughters, I think, beckoning to you.—In one moment, my dear. As I was saying, Sir, (U.S. Journal in hand,) a very odd fish (out of water) this Mid, who, by the way, is extremely loose and incorrect in his Recollections—I was in India, and know a thing or two, hang it—*cornies*, indeed—he means *sea-cunnies*; then there is Saupan for *Nanpan*—bless you, I've been in China half a dozen times—Chuenpu for Chuenpee—I know the place well enough; when I had the——Very well, my dear, you can go on—I recollect when I ran through the Lema passage, I—Sir, I wish you a good morning.

Exit lieutenant as fast as his legs can carry him, across the Common to the dock-yard at Portsea, a mile and a half off, where, buried and out of the world, both the Admirals keep their state, receive reports, and give dinners. Now I do say, this move of the Commander-in-chief from opposite the Great George in High-street, Portsmouth, is abhorred of gods and men—captains, lieutenants, and mid—the very pavement of jolly old High-street is dumb-founded by this most injudicious change; it seems to make the very Admiral himself a yellow one, thus tucked up in the Commissioner's house. Spithead and Sallyport are alike indignant at it, and all the tribe of Jack—whether true amphibious, or only flesh fishified—I shall talk of the garricks and soldiers, officers and dancing, and young ladies anon—outside the

works, where all the fashion of the town, ay, and county, do congregate; but now I will not pass this by ———.

Why is it, I would ask Neptune, the protecting deity of our dear isle, (of what use asking any body else?) why is it that our sea-dog big wigs are not allowed to judge of the fitness of sea things? No, the moment they are caught on shore, they seem to have no more voice or choice than the veriest youngster of their fleet. Is this getting on with the age?

I shall not condescend to jaw about the matter, but will simply say, there never was so inconvenient or preposterous a change. No matter who advised or devised it, or on what pretence—larger house in the yard, &c. The old mansion, bless its old heart! is large enough, and good enough for any man—not a particularly good-for-nothing fine gentleman—which, I take it, none of our Admirals are. *There*, he has all under his eye both at Spithead and the Harbour—*there*, he is himself, and at hand for the “progress” of the fleet—there still haunts the true-blue *genius loci* of the Port, the *sanctum sanctorum* of all the wide-spread straggling members of Gosport and Portsea. And besides the utter nullity of the dull Dock-yard, is not the Admiral Superintendent there! John Bull, John Bull! will you always go on blundering in this way? Who is John Bull? Sir, it is hard to say: one day he is *Sir* this—and the next he is my *Lord* that—ask for him after the elections, and he may turn up the Right Honourable Mr. something else. I beseech you, Mr. Bull, (as I do not wish to take you by the horns,) I humbly beseech you to reinstate the Admiral of the Port in his own dignified, and proper, and most convenient mansion; don't be at all afraid of its not being large enough for his entertainments—no sailor is ever over rich or superb—your Worships of Whitehall take care of that! for the which the tars of the empire are grateful. It would never do to have her sinews over fat, idle, effeminate, or supercilious with the mere goods of this world—in glory, of course, they may revel—and, indeed, have been intoxicated with large draughts—a trifling disorder, that may pass; and pretty well has settled steadily down, mixed up with juvenile infusions—ask for it of yesterday—'tis in yonder cottage, or buried in some obscure lane of an obscure country town,—or in the churchyard—or possibly, vegetating at Brussels or Paris—r scattered, bald-headed, under the pendants of a few two-deckers.

Ah, Master Time! here you are at work again: what are all these strange young joyous insolent faces that rule the fleet and the roast under two epaulettes and one?—the mere *vis inertiae* gets you the better of rheumatic hobbling under stars and orders, and laughs at “Reminiscences.” Of what school are you? The *new*, by all means.

At this very moment there are two (may-be two hundred) projects for all the unfortunates of the awkward squad: two thousand midshipmen and one thousand lieutenants, to be variously unearthed and placed in the sun's rays! But I will only glance at the bold one, and the tiny one (conceived by some Master Slender!)—we all know I allude to Captain Marryat's as the first; the second is whispered only, and is supposed to have been smuggled up from Plymouth in the heaviest van, covered by all the luggage, for fear of its feebly forcible audacity, as it is in the shape of a petition.

It prays, as I understand, that some twenty or thirty yellow (retired)

commanders may be made to shift their perch at the head of the luffs; so that said luffs below may shift upwards the smallest conceivable quantity of space, and gain perhaps three months of woeful time in their coming 7s. half-pay (in the year 1856!), "and your petitioners will ever pray." Alas! is hunger and misery so sharp that any rusty *lieutenants* of his Majesty's fleet can stoop to ask for the gnawing of such a bleached bone as this? It must be the evil influence of the comet on their knowledge boxes. Why even we midshipmen would scorn so paltry a boon. As for what Marryat proposes to do with us and the lieutenants now in our way, we have discussed that matter already,—but something must be done, and that shortly.

Captains propose plans for remodelling the Navy List and gladdening the hearts of those who fought through the whole of last war, for taking off this *caput mortuum* that now weighs on the younger service—stumbling-blocks in their way, and in their own way. The lieutenants propose plans (hitherto very silly ones) by which they would only stamp their own obscure destinies for aye and for ever. Now I have—(in the name of all the Mids of the fleet), all we who have come to the years of discretion, on our half-pay of three farthings a year paid quarterly,—we, I say, now propose our simple plan of simple justice, by which two thousand of us may be retained and employed on his Majesty's service in some way respectably, and by which the ignoble extinguisher may be taken off all the old lieutenants who have seen service.

In the first place, to make commanders of *all* the lieutenants on the 6s. list, without any increase of half-pay, but merely as an honorary step, to keep them from sighing and grumbling their hearts out. Afloat they cannot get as they are,—all avenues, all chance is barred. This is the only auger hole left for them to creep out at. But, your Lordships, don't let it be with a vile distinction of "Retired" attached to it,—no, let them take their chance to get employed or not; a slender one, but not quite so invisibly slim as their chance is now. The tail of the list is quickly disposed of, there must be some line drawn. This step to commanders includes all lieutenants of twenty-six years' standing. "*Eheu, jam satis est!*" Is this other plain, modest epaulette and "captain" on their card too much for all these weather-beaten poor fellows, who have had most of the present active and favoured children, the sea-goers of to-day, in their watches as youngsters, or possibly some of the present captains and lieutenants afloat were at school, or not born, when these *buffers* had the trumpet under their arms and the quarter-deck under their feet? Why are we so niggard of so innocent, so cheap a reward, costing nobody (except a very few of themselves best off) one farthing? The few out of them who would get the other epaulette shipped, to do his Majesty honour at a county town ball or at the levee or drawing-room, instead of showing their noses there, lop-sided, bald pated anomalies—a reproach either to themselves or to their king and country!

Common sense and all experience point out that the sea and all other service should go by seniority,—in rank, in command, in emolument; with the understanding that the authorities may select for arduous services, or for any; where everything is general, nothing can be complained of:—This destroys the argument of those who would per-

petuate the present most detestable invidiousness, and injustice, and partiality.

"The best blood of the country!" Good God! In whose veins runs the best blood of omnipotent England? You who got up in the House with such an argument, blush! Our blood is all good enough, let me hope, to shed for our country; but only look at our revered, our glorious names; it is a lame, a paltry, a most un-English reason. And yet, Sir, will you believe it, this petty weakness has been fostered, nursed on the quarter-deck since the peace, much more assiduously and tenderly than in the rougher heartiness of the war? Why are we of the sea to have these really invidious distinctions thrust on us?

It is of no use declaiming against the weakness of our natures, educated as we are, nor is it worth while. All we can sensibly ask for is to have things so regulated that they may not interfere with the well-being of our sea-service. It is impossible to prevent our peers and members of Parliament having a certain influence at the Admiralty—to be sure, impossible; well, then, apply all the remedy left—make the steps go by service and seniority. They will still have great influence in finding out peculiar merit in sons, nephews, and cousins,—to have them selected for favourite stations, secret services, best ships, best commands, &c. As we are now, we are a reproach to ourselves,—a complete jumble of the "Rococo" and "Dècou su!"—instead of that simple fairness which is the very life and soul of a sailor singly or collectively throughout the fleet.

But I forgot that this was but to be a mere word of digression from my Reminiscences. I am carried away from Portsmouth to comment on the fleet, on the Service. Pardon me, Mr. Editor,—pardon, Mr. old sea-dog of a reader,—you know, I know, we all know, that without the First Lord and his brother putting their shoulders to the wheel, our talking, your planning, Mr. Editor, or Captain Marryat's, nor all our grumbling, will all pass off with about the same effects and consequence as the rumbling of a hackney-coach in the cram of Regent-street. No, the First Lord must go to the King with his brother the Captain, and having made their obeisance at the Pavilion, thus address his Gracious Majesty:

Scene.—Pavilion, two o'clock, P. M. (King close to the fire, devilish cold.)

The King.—Who?

Lord in Waiting.—My Lord Minto and Captain Eliot, may it please your Majesty.

Enter their Lordships.

The King.—O, very well. How do, Eliot?—Good morning, my Lord. Well, what are ye about, eh? Very cold—dine with me to-day?

Lord M. (bowing their assent to this welcome command).—May we take up your Majesty's time one moment; we think you will approve a trifling change we have long meditated on with much anxiety (ahem)—but we only submit it to your Majesty's better judgment. My brother—

The King.—Well, well. Stop, let me see—[rings—to the Lord in Waiting]—Be so good as let them keep back the carriages half an hour

—too cold out for the poor things to stand.—Well, my Lord, what's the matter now? Sit down, sit down. (All seated.)

Lord M.—In fact, Sire, we came to solicit your gracious kindness in favour of all the very old junior officers of the Service, rather than task your patience in weighing the merits of what we venture to propose in their favour. Captain Eliot will have the honour of submitting to your Majesty the details; his experience in these things—

The King.—Well, what is it? What do they want, Eliot?

Hon. Capt. Eliot.—(Shifting his chair a little nearer his Majesty, and putting on his most insinuating manner.)—The old lieutenants, please your Majesty, we have thought something may be done for the very, very old ones, who, bother us as they will, have no sort of chance of getting afloat or getting out of the Slough of Despond in any shape, unless we give them a lift. We submit to your Majesty to take off the list all those of the 6s. batch at once, and—

The King.—Looking astonished and shaking his head.

Captain Eliot.—Do not imagine, Sire, that we contemplate increasing the burdens of the country. On the contrary, our plan will go to decreasing the half-pay.

The King.—(Suddenly)—How the devil, Eliot, will you manage that, eh? Commanders must have more money!—Can't stand it!

Captain Eliot.—Not so, please your Majesty. They will be all pleased (as Punch)—highly gratified—by the mere bit of gold. The epaulette has a magic in it, I am convinced, and will be entirely at their own expense. They will form the second series of (Veteran) Commanders, on the 6s. and 7s. part, as they now stand on the list—including all those of about twenty-five years' standing as Lieutenants. Nothing need be altered; simply heading this part of the list "Veteran Commanders," or "Brevet Commanders," as your Majesty may approve. I would not recommend the word "Retired;" but as there are many excellent officers among them, give them a fair chance for a sloop, or line-of-battle ship.—[When they can get either—aside.] Ahem!—as your Majesty has graciously chalked out for the rest of them.

The King.—(Relaxing a little)—Hem!—Let me see—but how—how will this do any good?—how lessen—how lessen the dead-weight, my Lord? (looking at Lord Minto, who had been slightly nodding and smiling deferentially.)

Lord Minto, with a lower inclination of his body to the King, casts his eyes on his brother.

Captain Eliot.—Sire, in this way. As we would pray your Majesty to grant these Veterans a boon,—a something, and yet a nothing,—so we would cut into the young "tail" of the Service, and lessen the half-pay to its "old standard" of 3s. per diem, for the "last" seven hundred or a thousand on the list. They can "bear" it very well, as all the younger ones are, "in their families," better off, independently, than those who fought through all last war, setting aside their less claim.

The King.—Egad! Eliot, I'll think of it. True enough,—I'll think of it: come, and dine at seven.

(The King rising extends his fingers to the First and Junior Lords; who, bowing profoundly, are bowed out.)

Lord Minto.—(Having backed outside the door, and going through

the ante-chamber to his brother)—I say, Bob, the old boy is in a capital humour. Hang that Shoreham drive, we had no time to say half—we must— However, let's pin him in a corner this evening, if possible. If he brings it up again,—which he will, no doubt,—then we can pitch in to him about the Mids; something must be done.

Captain Eliot.—(Musing)—Yes, I think we have gained one point. Old ——— was saying the other day, it's all nonsense putting these poor men to the expense of another epaulette; it does no "solid" good for them, says he. But how little does he know of "human nature!" or "naval" nature! I feel a glow, a satisfaction, at having broached this with you to the King, that I cannot describe. Depend on it, it will do us good with the Service at large. Besides, it will do a real and a solid good,—rejoice their hearts! We'll do what we said, too, for the "pass'd" Mids; the 2s. off the Junior Lieutenants will go to giving them something. We must cut and contrive. At seven, then! Are you going on the Cliff?—(parting).

Lord Minto.—Yes, I'll take a turn (solus). With Bob at my elbow, the deuce is in't if I can't do some good in my kingdom of "Barataria." I can't bear the idea of being there, one of a string, like the ghosts of Banquo—passing shades!—"another, and yet another!" Each the shadow of a shade!

Dear Editor, pardon this long digression: I will fly back to more strict recollections in my next.

LORD EXMOUTH AND SIR HUDSON LOWE.

IN the last number of the Quarterly Review, there appears a highly interesting and spirited article upon the Life of Lord Exmouth, bringing forward, in prominent relief, all the most distinguished features of that officer's brilliant career.

Amongst other traits which have been thought deserving of both the Historian's and the Reviewer's marked notice, is that of the zeal and promptitude with which he undertook to carry relief to the city of Marseilles, when menaced with an attack by the troops which formed the garrison of Toulon, under the command of Marshal Brune, at the period of hostilities breaking out between France and the allied powers, in 1815.

The passage in the Quarterly Review runs as follows:—

"The return of Napoleon from Elba soon required a British force in the Mediterranean, and Lord Exmouth was again selected for this service, and again he performed, with his usual prudence and energy, all the duties which the position of affairs required or admitted.

"Marseilles had shown some disposition to the Bourbons, and Marshal Brune was marching from Toulon on that city, avowedly to destroy it. Lord Exmouth, on this emergency, took upon himself to embark about 3000 men, part of the garrison of Genoa, with which he sailed to Marseilles and landed in time to defeat the intentions of Brune * * *. The inhabitants, grateful for their preservation, were unremittent in their attentions to the fleet and army, and as a mark of their sense of his important services to their city, they presented him with a

large and beautiful piece of plate, executed in Paris, bearing a medalion of the noble Admiral, and a view of the port of Marseilles and the Boyne, his flag ship, entering in full sail, with this simple and expressive inscription, "*A l'Amiral Lord Exmouth, la Ville de Marseilles reconnoissante.*"—Page 292.

The career of Lord Exmouth was so distinguished throughout, as certainly not to stand in need of any adventitious aid to give it an additional lustre, and still less of that kind which could take from the fair share of merit due to any other person; and there is not perhaps that man living, whose noble and generous mind would have led him to adopt more prompt steps to remove any blemish that might be deemed to attach to his own reputation, by the admission of anything detracting a single iota from that of others.

We have been led to this observation by comparing the passage in the Quarterly Review with that in the work of Mr. Osler, which, as the passage is a short one, is also here given:—

"Accounts received on the 3rd of July, of the situation of affairs on the coast of Provence, determined Lord Exmouth, *in concert with Sir Hudson Lowe*, to embark 3000 men, part of the garrison of Genoa. &c., with which he sailed direct for Marseilles."

The sole difference between the passage in the Quarterly Review and that of the work from which it is quoted, is in the omission of the name of Sir Hudson Lowe, who was united with Lord Exmouth in the whole of this operation, who fairly divided its responsibility, and who shared in all such honors as followed upon it.

It is an act of justice here to observe, that the publisher of the Quarterly Review, immediately on hearing there had been such an omission, said he would cause it to be rectified in the forthcoming Number of the Review; but as the relation given by Mr. Osler is still incomplete, inasmuch as he leaves it to be inferred that the operation was undertaken upon Lord Exmouth's sole responsibility, and the tribute of acknowledgment from the city of Marseilles accorded solely to him, and as we have had an opportunity of seeing a series of public documents relating to this operation, we think we shall fulfil a task which may prove agreeable to our readers of both services, in pointing out the truly happy effects which result when they act together in perfect harmony, and of which we have seldom seen a more pleasing exemplification than that which the perusal of these documents has presented to us. As our chief business is, however, to show what may have been Sir Hudson Lowe's fair share of whatever degree of merit may have attached to the operation in question, (full justice having already been done to Lord Exmouth,) we shall place before our readers a short relation of the circumstances under which the operation was first resolved upon, and so promptly carried into effect.

It appears that, up to a very short period before the battle of Waterloo, Sir Hudson Lowe had held the office of Quarter-Master-General to the army in the Low Countries, when a proposal was made to him to accept the command of a small body of troops, forming part of the army in the Mediterranean, which had been employed in liberating the coast of Upper Italy, under the command of Lord William Bentinck, in the preceding year.

This force was then stationed at Genoa, and it was proposed that it

should be employed in a conjunct operation with the fleet under Lord Exmouth, on the coast of the south of France. There was not, perhaps, any general officer, at that time in his Majesty's service, whose military position was a more enviable one, as it was open to him to continue to discharge the duties of the most important staff situation in the army, or to hold a separate command; but as circumstances had rendered him familiar with all the military objects that were likely to be aimed at in the Mediterranean, he did not hesitate to accept a command, for which it was considered he had been selected on account of his local information.

We shall here give the orders under which Sir Hudson Lowe acted:—

War Department, Downing Street,
29th May, 1815.

SIR,—I am to convey to you the pleasure of his Royal Highness the Prince Regent, that you should repair immediately to Genoa, in order to take upon yourself the command of his Majesty's troops stationed in the Genoa territory. It is probable that you will find Lieutenant-General Lord William Bentinck still at Genoa, and that you will receive the command of the troops directly from his lordship; but if there should be any other general officer senior to yourself at Genoa, you will communicate to him this dispatch, and he will understand it to be the pleasure of his Royal Highness that he should return to his former station, and leave the command at Genoa in your hands.

It is, however, to be observed, that in case Murat should be completely subdued, and his Sicilian Majesty be reinstated upon the throne of Naples, the whole of the British forces which are now in Sicily will be withdrawn from that island, and will proceed under the command of Lieutenant-General Macfarlane to Genoa. The arrival of the Lieutenant-General would of course supersede your command in that city; but under such circumstances, it is probable that a portion of our troops might be employed advantageously in co-operation with Lord Exmouth's fleet upon the southern coast of France, and in this case it is my intention that you should have the command of the troops which may be thus detached upon active service.

With a view to this eventual employment, it appears advisable that you should cause the troops now at Genoa (which are understood to consist of the corps noted in the margin*) to be provided with every thing that may be necessary for a coast expedition.

While in command at Genoa, you will report to me by every opportunity; and you will likewise report all military and political events of importance to Lord Clancarty, his Majesty's Minister at the Congress.

I have the honour to be, Sir,

Your most obedient Servant,

Major-General Sir Hudson Lowe.

(Signed) BATHURST.

In addition to this general instruction, a further one was conveyed to him by the Under Secretary of State, then Major-General Sir Henry Bunbury; and the present instruction, thus given, shows the wisdom of the determination which had shortly before been taken by the Government of the country, in having a military officer of talents and information attached to the War Minister of the Crown, to refer to upon those points where professional judgment might be required.

Downing Street, 29th May, 1815.

MY DEAR GENERAL,—With reference to that part of Lord Bathurst's instructions to you, bearing this date, which relate to the eventual employ-

* Detachment of artillery; 14th regiment 2nd battalion; Italian levy.

ment of a corps under your command in the south of France, I am desired by Lord Bathurst to give you the following more particular explanation. It is not his Lordship's intention that any regular operation upon land should be undertaken by our trifling force; and you will decline all invitations which may be made to you by the Austrian or Piedmontese commanders to induce you to cross the Alps, or to march in conjunction with their forces into France; at the same time you will declare the utmost readiness to favour their movements as much as may be in their power, by demonstrations from the sea. You will take the earliest opportunity of communicating with Lord Exmouth upon this subject, and of combining, in perfect concordance with his Lordship's views, any operations of this nature which circumstances may admit. Lord Exmouth has a considerable quantity of arms at his disposal; and in case the Royalist party should again show itself in the south of France (and more particularly at Marseilles or Toulon), no application of your force is likely to be so useful and effectual as the proceeding under countenance of a formidable squadron to support the exertions which the Royalists might make, and to secure for them the possession of some important place upon the coast. In this way your corps would be of infinitely more use to the Austrian army than by engaging so weak a column in the regular operations of the campaign. It might even become desirable to spare some troops for the immediate support of Marseilles or Toulon, and if either should declare against Bonaparte, without waiting for General Macfarlane's arrival; provided that all things were going on well in Italy, and that the King of Sardinia would consent to a diminution of the British force in Genoa.

Ever, my dear General,

Very truly yours,

Major-General Sir Hudson Lowe.

(Signed) H. E. BUNBURY.

It will be seen by these documents that the plan of operations on the coast of France was not the result of a deliberation taken by Lord Exmouth himself, or by Sir Hudson Lowe, but one, the whole scheme and forethought of which rested with the Secretary of the War Department, or, more probably, with his military Under Secretary.

We might dwell a little further on this subject, by pointing out that in a land operation, where a general officer commands, and has a body of troops, however small, under his orders (the force under Sir Hudson Lowe's command, including a small body of marines, and a battalion of Piedmontese troops, amounted to upwards of 4000 men, instead of 3000), the chief risk and responsibility rests with the military commander. Had the operation been only confined to a demonstration off the town of Marseilles, or to the simple landing of a small force in the town, under the protection of the guns of the fleet, the risk and responsibility might be considered as more divided; but by the documents which we have seen, it appears that the troops under Sir Hudson Lowe's orders, after the object of affording relief to the city of Marseilles had been fully accomplished, took up a position in the neighbourhood of Toulon, and that it was not until after they had marched in that direction, and that a force also had approached, under the command of Count Nugent, and that a correspondence had taken place between Lord Exmouth, Sir Hudson Lowe, and Marshal Brune, that the troops under the Marshal's orders, the same which had been menacing the city of Marseilles with destruction, consented to evacuate the fortress of Toulon. This was done some time before the army of the Loire had been disbanded, or that the tricolor flag, then the sole emblem of any hostile feeling, had been lowered in other parts of France. The correspondence we have

seen is certainly such as does credit to the judgment and determination of both Lord Exmouth and Sir Hudson Lowe, and might deservedly find a place in any historical record of the transactions of that eventful period; but it has been chiefly to bring under view the truly cordial manner in which the heads of the naval and military service acted together on that occasion, that we have proceeded thus far in our relation, concluding it with the following documents, which will speak sufficiently for themselves, but which might derive confirmation, we feel assured, from the distinguished officer who now holds the chief command in the Mediterranean, Sir Josias Rowley, and from Admirals Mundy and Thompson, and indeed from every officer of the fleet who was serving under Lord Exmouth's command in the Mediterranean at that time.

Before proceeding, however, to give the documentary extracts alluded to, it is proper to state that precisely the same compliment was paid to Sir Hudson Lowe as to Lord Exmouth by the city of Marseilles, in the presentation of a splendid piece of plate, with appropriate emblems. We have seen the handsome resolutions of the municipality, and the gratifying correspondence on this subject.

The following extract of a dispatch from Sir H. Lowe to Lord Bathurst shows the promptitude with which that officer fulfilled his first instructions.

Genoa, July 4th, 1815.

MY LORD,—It was only last night the transports arrived, and this morning they could be watered; but I shall have the whole of the force embarked by mid-day, and it is Lord Exmouth's intention to proceed to sea immediately after.

Prince Stalremberg, the Austrian Ambassador at Turin, is now here, and the intended operations have been combined by Lord Exmouth and myself, in perfect concert with his views.

H. Lowe, Major-General.

The nature of the service, and the plans of the military commander in co-operation with Lord Exmouth, are partly stated in the following extracts:—

Marseilles, 18th July, 1815.

SIR,—A report of this morning announced that Marshal Brune, who was in position with about 2500 men at Brignolles, had sent forward an advanced guard to St. Maximin, and was menacing Aix; I was requested to send a succour in that direction, but the report was contradicted before any arrangement could take effect; and subsequent information made known he had turned off in the direction of Toulon.

These fluctuating reports, and the certainty of the molestation Marshal Brune is affording to the Royalist party, have decided me to move forward the troops, and take up such position between this place and Toulon, as may give me the best opportunity of observation; either on that point, or on such as Marshal Brune with his disposable force may again think fit to menace.

An advanced guard of 500 men has moved this day in the direction of Aubagne. I shall myself reconnoitre the ground between that place and the pass of Olliontes to-morrow morning, and probably move the whole of the troops to Aubagne, with an advanced guard to Cujes, on the following day.

Admiral Lord Exmouth, with his accustomed heart and zeal, is inclined to second this disposition with every means in his power. He has already

detached a 74-gun ship to the coast near Ciotat, and has given orders for another going this evening off Bandol.

Lieut.-General Macfarlane.

H. LOWE, Major-General.

The progress and close of the combined operations are thus briefly described by the respective chiefs:—

Cujes, 24th July, 1815.

MY LORD,—I have the honour to inform your Lordship, that the forts and ships in Toulon have this day hoisted the white flag, and that Marshal Brune, and all the Generals and Admirals in that place, have signed their acts of submission to the King.

The circumstances which have led to this event, so far as in any way connected with the operations of the force under my orders, have been as follows:—

On the first appearance of the fleet and transports under Lord Exmouth off the coast of France, Marshal Brune, who was opposite to Nice with a body of about 5000 infantry, and 300 cavalry, called the corps of observation of the Var, made immediate proposition for an armistice with the commander of the Piedmontese force at Nice, in which object he succeeded, and then marched immediately to the relief of Toulon.

On the 14th of July, the day after the troops landed at Marseilles, he caused a letter to be addressed to Admiral Lord Exmouth, enclosing a copy of the Armistice signed at Paris, and demanding an extension of it to the British force in this country, which was immediately rejected. He then addressed Lieut.-General the Marquis de Rivière, exercising the King's authority in Provence, stating his desire to send two officers to Paris to offer the submission of Toulon; and saying he should refrain from hostilities during the ten days necessary for his communication. This proposition was also objected to, and the Marshal was informed he must resign his authority to the officer who governed Toulon before Bonaparte's invasion, and hoist the white flag, and suffer the garrison of Toulon to be composed of National Guards and Royalists, in as large proportion as the troops of the line. On the same day this letter was received by the Marquis de Rivière, information was had, that the Marshal was marching towards Aix; on which, I immediately ordered the whole of the British troops out of Marseilles to take up such a position as might menace Toulon, watch him, and secure Marseilles itself against attack; Admiral Lord Exmouth had, in the mean time, detached one line-of-battle ship to Ciotat, and another to Bandol. The enemy's advanced posts were on the outside of the pass of Olliontes. It was whilst the troops were in this position, that the Marquis de Rivière and Marshal Brune carried on their negotiations through the means of Admiral Ganteaume; who, on the day after the Marshal's first proposition was made, was received in Toulon as the King's Commissioner. Various proposals were made, all with the view of gaining time—the following were immediately rejected—*that* of acknowledging the King's authority, but retaining the tricolor flag, and *that* of requiring the English troops should retire and promise not to attack Toulon, on which no assurance would be given. Finally, yesterday, the submission of Marshal Brune and his generals was received, but the regiments still refused to wear the white cockade, and it was only this day, whilst at Olliontes with Admiral Lord Exmouth, that the submission of the whole was notified, and consent given to the Royalists and National Guards occupying the forts in conjunction with a portion only of the regular troops.

The garrison of Toulon consisted of six regiments of the line*, a regiment of marines, and a detachment of cavalry, artillery, and veterans.

The nature of the operation in which I have been engaged has been such as to afford little opportunity of distinction for the officers and men under my

* The 9th, 13th, 14th, 16th, 35th, and 106th.

orders; yet I cannot avoid expressing my sense of the zeal which animated all ranks, nor my obligations to the officers in command of brigades, &c.

I can never sufficiently express my obligations and gratitude to Lord Exmouth, and the navy in general, for the cordial assistance they have shown themselves disposed to render on every occasion, and for the aid in particular which I received from the marines; of which a battalion was formed, and placed at my disposition.

Earl Bathurst.

H. Lowe, Major-General.

Boyne, off Marseilles, August 1st, 1815.

SIR,—Their Lordships will be informed by my last letter, No. 65, of the transactions of the fleet and army up to the arrangement made on the 24th, between the Marquis de Rivière and Marshal Brune; since that period, various causes have arisen (and among others, the opening of a fire from the forts of Toulon upon his Majesty's ships under sail with the white flag, on the 25th; and the non-performance of the stipulated removal of Marshal Brune and the disaffected regiments) to occasion a series of correspondence between General Sir Hudson Lowe and myself, and the Marquis de Rivière, which has this morning happily terminated by Marshal Brune delivering himself into the hands of the Marquis, to be sent (accompanied by his aide-de-camp) to Paris.

The arrival of a detachment of Austrian troops, to the amount of 8000 or 9000 men, under Lieutenant-General Count Nugent, from the Var, immediately round Toulon, afforded a pretence for keeping the refractory troops in the garrison; and the Austrians having occupied the cantonments which were destined for their reception was one which had some weight; but as they will now move on to Aix, no further difficulty appears to me likely to arise on that point.

I have every reason to believe full reparation will be made for the insult offered to his Majesty's flag at Toulon, the two officers who commanded in the forts being already put under close arrest. The correspondence on these subjects will be forwarded to their Lordships by the next conveyance, the present one affording no time to prepare it.

I shall send a frigate to-morrow to Toulon, and have full expectation she will be received and treated in a friendly manner, and the difference entirely adjusted by Admiral Gantheaume.

The most evident good will prevails amongst all classes of people immediately about us, and I have no doubt but Toulon will feel immediate benefit from the removal of Marshal Brune.

I cannot close my letter without expressing, in the strongest terms, the high satisfaction and pleasure I have experienced in serving with Major-General Sir Hudson Lowe, from whose active, intelligent mind, the service has derived every advantage.

I have the honour to be, &c.

To John Wilson Croker, Esq.,

EXMOUTH.

&c. &c. &c., Admiralty.

The personal feelings of Lord Exmouth towards Sir Hudson Lowe are evinced in the following extract of a letter from the former to the latter:—

Your establishment here having received your directions to follow your fortunes, which, I can assure you, they do with the greatest pleasure, I have charged Sir Thomas Reade with this farewell, and good wishes for your health and prosperity, and I do assure you none of your friends are more earnest or sincere in their good wishes. You have, my dear Sir Hudson, my entire esteem and regard; and I am sensible, had opportunity been offered us for more brilliant service, that we should have woven our confidence into the most perfect and lasting friendship. I have never heretofore met a man with whom I could more cordially and pleasantly make war.

Marseilles, 27th August, 1815.

(Signed)

EXMOUTH.

The following testimonial puts the seal to these proceedings:—

War Department, London, 24th July, 1815.

SIR,—I have had the honour to receive your dispatches of the 4th and 11th instant; and I feel much pleasure in making known to you the gracious approbation which his Royal Highness the Prince Regent has been pleased to bestow upon the activity and judgment you have displayed in proceeding immediately to Marsilles, and occupying that important city.

I am, Sir, your most obedient humble Servant,

Major-General Sir Hudson Lowe.

(Signed)

BATHURST.

CORRECTIONS IN OSLER'S LIFE OF LORD EXMOUTH.

THE following memoranda, correcting some erroneous statements in Mr. Osler's life of Lord Exmouth, have been transmitted to us for record in the pages of this Journal. The letter of Captain Hay, it will be seen, is addressed to the Editor of the Quarterly Review, but has been transferred to us, as affording an appropriate channel for giving prompt publicity to the facts. We are happy in being the medium of rectifying involuntary error in both instances.—ED.

TO THE EDITOR OF THE UNITED SERVICE JOURNAL.

SIR,—I have this morning received from Admiral Sir R. Barlow the subjoined account of the irregular proceedings on board the *Phœbe*, in Falmouth Harbour, during the mutinies of 1797; from which it will appear that the short allusion I have made to the circumstance, (*Life of Lord Exmouth*, p. 188,) though correct in the principal facts, is inaccurate in some of the details. I am unwilling to lose any time in doing justice to almost the only survivor of the gallant and distinguished officers who commanded frigates in the Western Squadrons, and therefore, without waiting to communicate with Sir R. Barlow, I forward his statement to you. If you will excuse the unavoidable lateness of the communication, and insert it in your next Number, you will greatly oblige,

Sir, your very obedient servant,

London, January 23rd, 1836.

E. OSLER.

"H. M. ships *Indefatigable* and *Phœbe* were at anchor in Falmouth Harbour, having a few days before returned from a cruise off Brest. The crew of the *Phœbe* were in course of pay, as it is called. They came on the quarter-deck, and in a manner not disrespectful, requested they might be paid; the going to Plymouth, or to some King's port for that purpose, was of course understood. *This request, it is probable, they would not have made in ordinary times.*

"Captain Barlow reported the request of his ship's company to Sir Edward Pellew, who gave him an order to repair to Cawsand Bay, and after having his ship paid, to join the *Indefatigable* off Brest.

"The *Phœbe* anchored in Cawsand Bay in the midst of several ships, the crews of which had mutinied, and of which one, in particular, had made their captain a prisoner at sea.

"Under these instances of bad example, the boatswain of the *Phœbe* was alarmed by some expressions which were uttered near his cabin during the night respecting himself, and he requested the Lieutenant to allow him to go on shore in the morning. He was accordingly landed, and he proceeded to Captain Barlow's house at Plymouth, to inform him of what had occurred.

"Captain Barlow immediately went on board, taking with him the boatswain. He ordered the hands to be turned up, and spoke to them with such effect, that they one and all assured him the boatswain had nothing to fear in returning to his duty.

"The *Phœbe* being paid, sailed, and joined the *Indefatigable* off Brest, to the great satisfaction of Sir E. Pellew, who no doubt thought that the example of the *Phœbe*'s crew might considerably influence the conduct of the crew of the *Indefatigable*; indeed, from the moment of the junction of the *Phœbe*, every sign of sullenness in the crew of the *Indefatigable* disappeared.

"This explanation is due to the character of Sir R. Barlow, no less than to the ship's company then under his command."

Hopes, near Haddington, 18th January, 1836.

SIR,—I was astonished in perusing, a few days ago, an article in the last Number of the *Quarterly Review*, on the life of the late Admiral Lord Exmouth, to find a most grave charge brought against the officers of the *Dutton*, East Indiaman, lost in Plymouth Sound, in January, 1796, when employed, in a case of emergency, as a transport for the conveyance of troops to the West Indies; and as their professional character and reputation are deeply wounded, I consider I am imperatively called upon, in justice to myself and brother officers, to give the following paragraph (which is said to be an extract from one of his Lordship's letters, and on which it is founded) the most direct and unequivocal contradiction:—"I saw the loss of the whole five or six hundred was inevitable, without somebody to direct them, for the last officer was pulled on shore as I reached the surf."

Now, so far from all the officers having quitted the ship, when his Lordship (then Captain Sir Edward Pellew) reached her, *not one*, I have the satisfaction to say, had been guilty of such a base and pusillanimous dereliction of duty, the chief, second, and third officers being three of the last five persons who quitted the wreck; and (indeed his Lordship admits, in his letter to Admiral Onslow, that he left on board the first and third mates and boatswain, and that he was eased on shore by them) the fourth mate had been sent on shore with a message about the hawsers by Mr. Mitchell, the first mate, and a brother of the late Admiral Sir Andrew Mitchell. That Sir Edward's intentions were highly praiseworthy, no one who duly appreciates intrepid bravery in the cause of humanity will attempt to deny; but in awarding the meed of praise to him, the merits of the officers of the ship ought not to be thrown in the shade, or their professional reputation so cruelly maligned; more especially as they were not only acquitted of all blame, but highly extolled for their judicious and successful arrangements for the saving of the lives of those committed to their care, the total absence of any thing like confusion, and the exemplary discipline maintained under such trying circumstances. When Sir Edward Pellew reached the wreck, the people were being landed, by means of the jib traveller, on a hawser which had been stretched from the ship to the shore, and was then in full play; so that it is absurd to assert that he even suggested the means that were used to save the people, and equally absurd to say he took the command, as the first officer never surrendered it, and continued to direct till the last. Where Sir Edward's exertions proved of the greatest service was in his inducing, by the waving of his hat and sword, and speaking through a trumpet, two boats to come along-

side, which were lying off and afraid to approach nearer, to take out the sick women and children; and I cannot omit mentioning, that a young man from a merchant vessel (now Captain J. Coghlan, R. N.) was the first to come alongside—at least near enough to receive the women and children, who were thrown to him in blankets; and his conduct and intrepidity exceeded any praise which it is in the power of language to bestow. Sir Edward was sent on shore by the hawser, at his own entreaty; by myself and a quarter-master named Henderson, when there were seventeen or eighteen people left on board, and, at the time, only the poop-hawser working (the ship having parted a little abaft the main-mast), by which the remainder of the people were landed—when the number was reduced to five or six, viz.—the first, second, and third officers, boatswain, and Henderson the quarter-master. Mr. Mitchell, the first, from previous severe indisposition, being in a very feeble state, was urged by all to permit himself to be slung to the hawser; but, such was his sense of the duty that had devolved on him in the absence of his commander—who had landed the previous evening also in a very weak state of health—that he firmly resisted all our entreaties, until I consented to go before him. Indeed, we were both so exhausted, that neither (alone) could have pulled the traveller on board; and that noble fellow Henderson, already mentioned, having confidence in his own strength, insisted on being the last, and *was* the last man who quitted the unfortunate Dutton. After such a statement of facts, which I shall be ready, if called upon, to attest by the most solemn asseveration, you will not be surprised at my being anxious to rescue my own character, and that of my brother officers, from such unmerited obloquy as is contained in the following extract from Mr. Osler's work, which is as devoid of truth as it is evil and ungenerous, particularly to those who, having paid the debt of nature, cannot vindicate themselves.—“The principal officers of the ship had abandoned their charge, and got on shore just as he (Sir Edward Pellew) arrived on the beach, having urged them without success to return to their duty.” That the author has been grossly misled by those to whom he resorted for information, I cannot for a moment doubt; nor can I but feel assured, that he will gladly avail himself of the first opportunity that presents itself to render the *amende honorable*, and do justice to those he has traduced, by placing too implicit confidence in the correctness of those from whom he has collected his materials. The military officers behaved most nobly, and were handing the sick women and children from the orlop deck when the sea was pouring down on them; and when all the masts went, such was the order and discipline preserved, that, out of about 500 people then on deck, not one was hurt, except two who were drowned, by getting entangled in the main-rigging, when employed in cutting away the masts. I trust I have said enough to induce you to do an act of justice, by inserting any part of this communication in your next Number that you may consider essential for the cause of truth, and for correcting the error you were led into in your last.

I am, Sir, your most obedient Servant,

WM. HAY,

Late Commander of the E. I. C's. S. *Charles Grant*,
and formerly Second Officer of the *Dutton*.

To the Editor of the Quarterly Review.

SKETCH BY AN EMIGRANT TO CANADA.

Narrows of Lake Simcoe.

MY DEAR ———

In accordance with my promise before I left the old country, I now set my grey goose quill to work, to unfold my budget of matters pertaining to this part of the New World; and as I have now been some months here, have travelled over the best part of the province, and weathered the far talked of Canadian winter, I have the benefit of experience to adduce in favour of my statement.

In a matter so serious as the persuading any one, whether blood, friendship, or acquaintance be the link which unites us, to leave the ties and habits of the old world, and to cross the Atlantic, to form, in the country of one's adoption, new interests, new affections, and a new home, all personal feelings should be laid aside, and the subject be dispassionately viewed in all its bearings.

If to dwell in a country fair as any God has created; to breathe an atmosphere of the highest purity, untainted by any of the noxious gases that are evolved from the thousand manufactories of England; to have every comfort and luxury of life within the reach of the man of moderate income, or small capital, be inducements for one to quit the home of his fathers, and sufficient reason for transporting oneself to this spot,—all these he will enjoy here; and he who comes contented to pass life, eating the beef and veal of his own pastures, the mutton of his own uplands, the ham of his own curing, the rich unadulterated liquid of his own dairy, the feathered tribe of his own copse, the rich venison from the virgin forest, the salmon-trout fresh from the lake at his own door, and the kingly muskanouge, and the rich white fish, the white loaf innocent of alum from his own wheat, quaffing oblivion of the cares of the past, free from all anxiety for the future, in the amber fluid of his own brewing from his own barley, or, should he wish it, in the still more lordly juice of the grape,—a comfortable house, noble grounds, a pleasant but small society, undisturbed by party politics, tithe, or tax-gatherer,—he will not be disappointed, for all this is in the grasp of a man who has a few hundreds or 150*l.* a year, ay! even less. This, however, is not to be leapt into all at once,—some trouble must be endured, and, as in my case, a little fatigue. I had heard a great many conflicting statements with regard to different parts of this province, and different modes of settling,—I was determined not to form an opinion till I had seen and judged for myself, and I think I have every reason to congratulate myself for so doing. I saw no part of the country which presented greater present advantage than this,—its prospective ones are admitted on all hands. Arriving here a stranger, as I did, you are assailed by the most conflicting testimony: from one mouth you will hear everything in favour of a place, from the next person everything against it.

The part to which I first turned my steps was the property of a former acquaintance, situated five miles from Coburg, five from Port Hope, and two from the main road. It is what is called an improved farm; there are two hundred acres in the whole, thirty or a little more of which are cleared, two small log-houses, a barn, log-stable, and cow-house. The land is good; he paid, I believe, somewhat about 4*l.* an acre

for it. He fixed immediately on arriving in the country, and I suspect bitterly regrets having done so, and well he may! It is pretty generally believed at home, that the best plan for a gentleman emigrating to this country is to purchase an *improved* farm; it will give him an immediate return, say the book-read wiseacres. Never was judgment more mistaken; it does not give an immediate return; it not only demands a large immediate outlay, but at every step additional outlay. This is the reason why the most knowing animals on earth, viz., the Yankees, never buy improved farms, but always take unreclaimed ones. Emigrants are too apt to be frightened at the sight of the forest, but to illustrate the comparative advantages more clearly I will give you a case in point.

John Adams, a Yankee, purchases two hundred acres wild, at 15s. an acre (I give 11s. 3d. to the Canada Company for mine). Supposing he does not clear it with his own hands: in three years he will clear thirty acres at the cost of 4*l.* an acre, build a log-house and barn, stable, cow-house and pigsty: his farm is then what is denominated an improved one: he has lived three years on it, and had the crops; he then sells it for 3*l.* 10s. an acre, which is about the average. Now how stands the case?

200 acres, at 15s.	£150
Clearing 30 acres, at 4 <i>l.</i>	120
Log-house, 20 <i>l.</i> to 30 <i>l.</i> , say	30
Cow-house, stable, and pig-stye	15
Barn	30
	<hr/>
	345
● Sells 200, at 3 <i>l.</i> 10s.	700

He thus clears, exclusive of the crops, 355*l.*, restarts into the forest, again sells, and thus in a few years acquires a large sum.

It may be said, Oh! but the purchaser of an improved farm has no trouble; he has nothing to do but to plough and reap! *Halte là*. Not one single acre of that cleared land can he attack; he must leave it in grass for two or three years, and must clear fresh for crop. If he attempts to make any thing of it, he requires not only a great knowledge of agriculture but also a great number of hands, while on a wild farm all that is necessary is to get it cleared by job for crop, and then what little knowledge of agriculture is necessary, is got upon the spot and at no expense; in fact the soil is so rich, and requires so little cultivation to yield an abundant return, that an old country farmer would not believe you, were you to describe matters as they really are.

This part of the country is not only beautiful but exceedingly rich, as regards the soil. Lake Simcoe is the most elevated of the American lakes, and will be, when the two canals connecting it with Lake Ontario on one side, and Lake Huron on the other, (the works for the former of which are already begun,) the thoroughfare from Europe to the heart of Canada. A glance at the map will show you that goods then will be able to come from Europe to the very heart of central America without once leaving the water, and that route is directly before our door. There is a very pleasant and genteel society here, and a field for the employment of capital the most advantageous. Two years only have elapsed since the settlement of this part commenced, and it is already thickly populated.

I will now proceed to answer the questions you propounded, in the order they are set down in my note-book.

Question 1st. Fare from England to New York, route, time, expense, conveyance thence to the place of my settlement?—Answer. Fare from Liverpool to New York, every thing included, 35*l*. At New York put up at the American Hotel; charge, 10*s*. per head, per diem, more properly speaking 2 dollars—this includes board and lodging. By steamer from New York to Albany, 2 dollars; meals half a dollar extra, each. Per railroad, from Albany to Schenectady (14 miles) 2*s*. per head; thence to Syracuse by canal-packet, 7 dollars per head, including meals. From Syracuse to Oswego, on Lake Ontario, about the same, I cannot recollect the exact sum; thence by steamer to Toronto, 5 dollars per head, meals half a dollar each. From Toronto to the Holland Landing, per stage-coach, 2 dollars per head, (40 miles) meals 1*s*. 3*d*. each. From the Holland Landing to the Narrows of Lake Simcoe per steamer, 2 dollars per head, meals 1*s*. 3*d*.

Question 2nd. What quantity of land have you bought?—Answer. 200 acres.

Question 3rd. What price?—Answer. 11*s*. 3*d*. per acre.

Question 4th. What will it cost for clearing?—Answer. Clearing completely and fencing ready for crop, 4*l*. currency per acre; currency is 1-9th less than sterling.

Question 5th. Is it difficult to find labourers?—Answer. Not in the least.

Question 6th. What wages?—Answer. 8 dollars, 2*l*. currency (recollect all the prices are currency) per month, with board in winter; 10 dollars per month with board in summer, or by the year 100 dollars, 25*l*. currency.

Question 7th. What return in produce, the nature of it, how much per acre, and if you have a ready market for your surplus?—Answer. The best answer I can make will be a detail of my own proceedings, and I am considered here to have managed better than any one before me. I believe I am the only one of the gentlemen here who have not been taken in. Arriving as I did at an advanced period of the summer, and this has its advantages, it was too late to do any thing with regard to seed that year; but having secured my locality, I at once proceeded to get a log-house built for wintering in, consisting of two rooms and a kitchen, which was completed for somewhat over 20*l*. I engaged one man, to whom I agreed to pay 12 dollars per month. At this time I had not learned properly how to act—he was boarded in the house, and one maid-servant at 4½ dollars per month. I was wrong there again. The former chopped fire-wood and did other work about the house and grounds; kept him three months, dismissed him—got another, gave him 10 dollars; kept him three weeks, dismissed him, saw I was wrong. I had by this time become expert at the axe, could chop the fire-wood myself, and first rate exercise it is—and could knock down in less than an hour a tree twelve feet in circumference. I then gave out 5½ acres to chop by the job, 7 dollars the acre: the same man who chopped them is to burn three immediately and clear and fence for crop, for 9 dollars per acre. I should have had the whole done by another man, only I held out for a diminution of one dollar per acre; could not obtain it, and have had

to pay the full price; and instead of having 5½ in crop shall only have 3. I put in no spring wheat, that is, wheat sown in spring: other crops pay me much better. I am putting in one acre of potatoes, 8 bushels of seed to the acre: cost of seed 2s. per bushel, sowing them 2s. per bushel more. One acre of turnips, cost of seed 4d., sow it with my own hands; harrowing 7s. 6d.; one acre of oats, cost of seed 2s. per bushel, 2 bushels to the acre, sow it myself. Thus cost of 1 acre of potatoes from the knocking down the first tree to its being sown, 5l. 12s.

Return from 200 to 600 bushels per acre: lowest price potatoes brought last winter 1s. 3d. per bushel, which, taking the return 200, 12l. 10s.

Balance in my favour, 6l. 18s.

Cost of 1 acre of turnips from the very commencement, 4l. 7s. 10d.

Return 300 bushels and upwards, use them for our cattle, seldom sell them; 9d. per bushel they brought last winter.

Cost of 1 acre of oats with the harrowing, 4l. 11s. 6d.

Return 25 bushels, lowest price last winter 1s. per bushel; their great profit is for our cattle, the straw being excellent fodder. In the autumn I will lay all this ground with wheat, 1 bushel of seed to the acre, 5s. the bushel for seed; for sowing it, 2s. 6d.; for harrowing it, 7s. 6d.; thus the total cost of 3 acres will be 2l. 5s.

Return, 25 to 40 bushels per acre, price most fluctuating, lowest price this year, 2s. 6d.; highest, 4s. 9d. per bushel.

Return for the three 75 bushels at 2s. 6d. £9 7 6

Out of which must be deducted the reaping and thrashing,

2 dollars per acre. 1 10 0

7 17 6

Balance in my favour, 5l. 12s. 6d.

I shall be getting cleared a great quantity of meadow-land this year, of which I have a great deal and which makes this lot so valuable.

We are but a new settlement, and few of us have as yet raised more than sufficient for their own families and cattle. The stores purchase any surplus, and pay for it either in goods or cash. The constant influx of new settlers is the best market at present; and we have 35 miles by water and 35 by land to Toronto, should we wish to send it there.

I have given you the very highest prices for cost, and the very lowest for return; for instance, my harrowing I shall do myself in one day with my own oxen. The rearing of cattle is the most profitable of all; you are sure of 50 per cent. for your outlay, but to do it with advantage, a great deal of meadow-land is requisite.

Question 8th. Would it be a good plan to carry labourers out from this country?—Answer. The very worst: they are sure to leave you, even if they had been years with you at home.

Question 9th. What is the nearest town and post-town to you?—Answer. Lake Simcoe is studded with villages and settlements, but no place approaching to a town; the nearest post-office is at the village of the Holland Landing, but we expect to have one at the Narrows this year.

MEMOIRS OF GENERAL AND FLAG OFFICERS RECENTLY DECEASED.

THE LATE LIEUTENANT-GENERAL SIR WM. INGLIS, K.C.B.

WITHIN a few months of fifty-seven years ago, the gallant and truly estimable subject of this Memoir was appointed to the 57th Regiment as Ensign; in the 57th he passed through the several ranks to that of its Lieut.-Colonel, and of the 57th Regiment he has died the Colonel—thus identified with the achievements of a regiment so distinguished during the Peninsular struggle as the “Die-hards,” from which, during a period of thirty-five years’ active service, terminating only with the war, he was rarely absent. It is but simple justice to the memory of Sir Wm. Inglis to say, that the last proud distinction—the highest object of a soldier’s ambition, and peculiarly so of Sir W. Inglis—was the due reward of his military services.

The professional career of Sir W. Inglis commenced in America, having joined his regiment at New York in 1781, where he continued till 1791. In 1793 he embarked from England for Flanders with the army under the Duke of York; but before the end of that year, the 57th were recalled to England to form part of the expedition under Lord Moira, intended to co-operate with the Royalists, and was in the expedition to Normandy and Brittany. It again returned to Flanders with the army which, under Lord Moira, after a difficult and fatiguing march, effected its junction with the Duke of York at Malines, and the subject of our Memoir continued to serve in Flanders and Holland till May, 1795; was present in Nimeguen during the siege, and in the hazardous and calamitous retreat of the army through Holland and Westphalia, in the severe winter of 1794-5, to Bremer Lee, where he embarked with his regiment for England; landed at Portsmouth, rejoined Lord Moira’s army, and in the summer, embarked and sailed with the expedition for Quiberon with two brigades, commanded by Major-Generals Charles Graham and Alexander Campbell, which were obliged to put into Plymouth by adverse winds, when H.M.S. *Anson*, Captain Durham, arrived with the melancholy account of the disasters that had befallen the Royalists; in consequence, the two brigades returned, and were, with the army, encamped at Nurshalling, in the neighbourhood of Southampton.

The object for which Lord Moira’s army was assembled being now at an end, his Lordship gave up the command to Sir Ralph Abercromby, under whom, in Oct. 1795, the subject of this Memoir, having now attained to the rank of Major, embarked with the expedition for the West Indies, in H.M.S. the *Commerce de Marseilles*, which, after encountering the dreadful and destructive gales which Admiral Christian’s fleet experienced, was compelled to bear up for Portsmouth. The 57th was then shifted into three 44-gun ships; but the *Charon*, on board of which Major Inglis commanded, was the only one which succeeded in making its passage on this second attempt, and he arrived at Barbadoes in Feb. 1796. He proceeded thence to St. Lucie, was present at the siege and fall of Morne Fortuné, and the consequent capture of the island, receiving in a particular manner the thanks of Sir John Moore, to whom, until the arrival of the head-quarters of the regiment, he was second in command.

At Grenada he assisted in the reduction of the insurgent force; and in 1797 accompanied his regiment to Trinidad, whence he returned to England in the latter end of 1802. During the first nine months’ service of the regiment in the West Indies, it lost 700 out of 1100 men, and 23 officers.

Having previously obtained the brevet rank of Lieut.-Colonel, he was, upon the breaking out of the war in 1803, employed in forming the second battalion of the 57th. Having performed this service, he rejoined the first battalion, and embarked with it for Guernsey, where, in 1805, he succeeded

to its command, and accompanied it, in the November of that year, to Gibraltar.

In July, 1809, he embarked with his regiment from Gibraltar, and joined the army under Sir Arthur Wellesley in the Peninsula, and was on the march when the battle of Talavera took place.

The 57th Regiment joined the second brigade in Major-General Hill's division, which was commanded by Major-General Richard Stewart (composed of the 29th and 1st battalion of the 48th.) In consequence, however, of that officer's illness, the command of the brigade devolved upon Lieut.-Colonel Inglis, at Sarcedos, and he continued to command it during the movements previous to the battle of Busaco, at that battle, and on the subsequent retreat to the lines before Lisbon, until, on the death of Major-General Stewart, Major-General Houghton was appointed to the command.

During the pursuit of Massena from Santarem, Lieut.-Colonel Inglis again commanded the brigade, and was present at the affair of Pombal, Major-General Houghton's command being extended; the latter had followed the enemy as far as Cordexia, when he was ordered to recross the Tagus, and was placed under the orders of Marshal Beresford.

On the 25th of March, Marshal Beresford advanced against Campo Mayor, and found the enemy's corps, consisting of four regiments of cavalry, three battalions of infantry, and some horse-artillery, drawn up on the outside of the town. Two squadrons of the 13th Dragoons, and two squadrons Portuguese, charged the French cavalry, who were broken, and pursued to Badajoz. The infantry effected their retreat in a solid body, although with considerable loss, into that place, having recovered sixteen pieces of artillery which had been taken by the allied cavalry. On the 16th of April there was likewise a trifling affair of cavalry at Los Santos.

Colonel Inglis was also present at the first siege of Badajoz, (May 7th,) the attempt of the French to relieve which place brought on the battle of Albuera. In the latter memorable battle the 57th formed the centre regiment of the British division. Whilst engaged in forming the regiment, the Colonel's horse was shot under him; and at the close of the battle he received a very severe wound from an iron grape-shot four ounces in weight and four inches in circumference, which entered his neck, and was extracted behind the shoulder two days after, at Olivenza, having passed the first night on the field of battle, and the second at Valverde. The Colonel, when wounded, had succeeded to the command of the brigade.

The deep share of the regiment in this hard-fought engagement may be estimated from its strength at the commencement of the action, as appears by an official return, having been 579 rank and file, and out of this number no less than 415 were killed and wounded: not a single man was missing. Its loss in officers was quite proportionate*. At the conclusion of the battle the remains of the regiment were marched off under the command of Lieut. and Adjutant Mann, who was the fourteenth officer in rank at the commencement of the action.

In the subsequent despatches of Marshal Beresford to the Duke of Wellington are the following observations: "it was observed that our dead, particularly the 57th, were lying as they fought, in ranks, and every wound was in front;" he adds, subsequently, "that nothing could exceed the conduct and gallantry of Colonel Inglis at the head of his regiment."

* The rank and names of the officers of the 57th killed and wounded:—Killed—Major Scott and Capt. Fawcett. Wounded—Lieut.-Colonel Inglis, severely; Major Spring, slightly. Captains—Shadforth, severely; M'Gibbon, severely; Termyn, mortally; Stanforth, severely; Kisby, mortally; Hely, slightly. Lieutenants—Evatt, severely; Baxter, do.; M'Lachlan, do.; M'Farlane, do.; Sheridan, mortally; Hughes, severely; Dix, do.; Patterson, do.; M'Dougall, do.; Myers, do.; Torrens, do.; Veitch, do. Ensign Jackson, do. None missing.

For this battle the Anglo-Portuguese officers received honorary crosses and diplomas from the King of Spain on his return to his dominions, with his Majesty's gracious permission to accept and wear the same.

The wound which the Colonel received in this engagement was so severe, as to cause him, upon the recommendation of a Medical Board, to return to England. After only a short stay in England he returned to Lisbon in January, 1812; but the state of his wound and general health not admitting of his taking the field immediately, he was appointed President of a General Court-Martial at Lisbon, and in this duty he continued during the remainder of that year. As soon as he was able to report himself sufficiently recovered to take the field, the Duke of Wellington appointed him, with the rank of Brigadier-General, to the command of the first brigade in the seventh division, consisting of the 51st and 68th Regiments of Light Infantry, the first battalion of the 82nd, and the Chasseurs Britanniques, the division being commanded by Lieut.-General the Earl of Dalhousie.

Having attained the rank of Major-General in June, 1813, he accompanied his brigade on the march from St. Estevan, and on the 8th of July gained the top of the range of mountains immediately above Maya, overlooking the flat country of France, occupying the passes of Maya and Eschallar. On the 25th of July, the enemy having succeeded in turning our right, that flank was in consequence thrown back, and continued to retreat from the 26th to the 29th, so as still to cover the siege of St. Sebastian and the blockade of Pampeluna, which brought on a succession of actions. On the 30th, Major-General Inglis was present at the battle of Pampeluna, and ordered by Lord Dalhousie to possess himself of the crest of a high mountain occupied by the enemy, commanding the main road which passed between that mountain and their main body.

The Duke of Wellington, in his despatch, gives the highest credit to the conduct and execution of this attack. The strength of the enemy, according to their own account, exceeded 2000 men, whilst from the occupation of a part of his brigade elsewhere, the force which Major-General Inglis could employ did not exceed 445 bayonets. The enemy's position was, however, carried by storm, and themselves driven down the opposite side of the hill, by which the right of the French army was turned. The severity of this contest may be estimated by the loss which this little body of British sustained, the number of casualties amounting to 145, or about one-third of their whole number; the loss of the skirmishing party, led by Lieut.-Colonel Hawkins, was particularly severe, every officer in it but himself having been either killed or wounded. On this occasion Major-General Inglis had a horse shot under him. On the following morning, the 1st of August, the brigade was again engaged, with great distinction, on the height of Lezaca, and with the loss of 116 men killed and wounded.

On the 31st of August, Major-General Inglis received orders to move to the support of the 5th Portuguese brigade in Lieut.-General Sir Lowry Cole's division, (the seventh) posted on a strong position between Lazaca and the convent of St. Antonio; but finding that position, after a considerable contest, not tenable, from the very superior number of the enemy, who were getting round his left flank, the Major-General ordered the Portuguese to take up another position immediately in the rear, and Colonel Mitchell, with the 51st, to form his regiment across an isthmus at the foot of the new position.

As soon as the Major-General observed that the Colonel was at his post, the 82nd and Chasseurs Britanniques were directed to retire behind the 51st. These movements, alternately covered by the 68th Regiment and the light companies of the brigade, formed for the purpose, were successfully executed in the face of very superior numbers. The contest, however, was very severe, the loss amounting to 22 officers and 271 men killed and wounded. Major-General Inglis had again a horse shot under him.

On the 10th of November, the seventh division marched to the embouchure of the Puerto d'Echelar, and the 68th Regiment (forming part of Major-General Inglis's brigade) took possession of the left hand redoubt, which the enemy evacuated after a few rounds from the artillery. The brigade moved through the village of Suré, and attacked the strongly fortified heights above that village, carrying everything before it. On its arrival in front of the village of St. Pé, it was halted for a short time by Marshal Beresford, when he gave the Major-General orders to cross the Nivelle over a wooden bridge on his left, and attack the heights above, which were occupied by the enemy in great strength. The 68th led this attack, supported by the 51st, and carried the heights after a severe struggle.

The brigade again suffered very severely, but had the honour of being the first brigade which passed the Nivelle at this point, which river gave name to the battle.

On the 23rd of February, the brigade came up with the enemy near the village of Aigavé. The 68th attacked and drove them within the tête de pont on the Adour, opposite the town of Peyerhorade, supported by the 51st and the brigade.

On the 27th, the battle of Orthes was fought, in which Major-General Inglis's brigade had a considerable share. On this occasion the Major-General's horse was wounded.

Sir William Inglis received the following decorations:—A Field-Officer's medal for Albuera, a General Officer's medal, and two clasps for Albuera, Pyrenees, and Nivelle, and a cross for the three former battles and Orthes. The name of Sir William Inglis was included in the vote of thanks from Parliament for the battles in the Pyrenees and for Orthes. A vote of thanks also passed for Albuera. In 1825 he attained the rank of Lieut.-General. The Prince Regent created him a Knight Commander of the Bath. He was appointed Lieutenant-Governor of Kinsale; and subsequently Governor of Cork. On the 16th of April, 1830, he was appointed to his due honour of Colonel of the gallant 57th Foot.

All who enjoyed the personal intimacy of Sir William Inglis will unite in our testimony to the uniform kindness and benevolence of his character: as in his life these principles had gained for him the esteem and love of all; so in his hour of trial was a full measure of mercy extended to him. He closed his honourable career without either disease or suffering; life gradually, but imperceptibly, wore away; he had never for a single hour kept his room or bed, nor relinquished his customary habits with his family. Every faculty of his energetic mind remained clear to the very last moment; and so tranquil was his dismissal hence, that his afflicted family were long doubtful of the sad reality of their loss.

Sir William Inglis died at Ramsgate on the 29th of November last; his age we do not precisely know, it was probably about seventy-three. Nothing could exceed at his decease the respect testified for him at Ramsgate, where he had for some time resided; and Her Royal Highness the Duchess of Kent, with her characteristic attention to the memory of a British officer, was pleased to order her carriage to attend the departure of his remains from that town. He was interred in Canterbury Cathedral, on the 7th of December.

Sir William Inglis was married to the eldest daughter of the late Lieut.-General Raymond, by whom he has left two sons; William, born in 1823, and Raymond, in 1826.

FOREIGN MISCELLANY.

FRANCE.

SUBSTITUTE FOR PADDLE-WHEELS.

A LIEUTENANT in the Navy, now stationed at Toulon, has lately invented a very ingenious piece of mechanism, extremely substantial in construction, which acts on both sides of a steamer's keel, and is reported to be an effectual substitute for the paddle-wheels, against which so many serious objections are admitted to exist. Several experiments have already been made with this new instrument of motive power, and they have completely succeeded. We shall endeavour to procure the details of this important invention, and will lay them before our readers.

BELGIUM.

THE ARMY.

The law which the Minister of War has laid before the legislature continues the establishments on the war footing for the present year, and fixes the amount of the military force at 110,000 men, as well as directs that 12,000 men shall be drawn by ballot as recruits.

RUSSIA.

NATIONAL MONUMENTS.

His Imperial Majesty has ordered monuments to be erected on the principal fields of battle of the year 1812, and has called upon the Russian artists to send in designs for this purpose. These records are to be of durable materials, quite plain, and free from every minute embellishment; they are to be on a large scale, but not of so colossal a size as may prevent their being cast in iron, or to throw difficulties in the way of their being conveyed to the spots where they are to be set up; every monument is to have a house, and garden attached to it, which is to be appropriated for the residence of an invalid from the Russian ranks. The plans are to be delivered on or before the 13th May.

NORTH-WESTERN TRIBES.

The tribes who inhabit the north-western coast of America are divided into a variety of different clans, and distinguished by the devices which they adopt; in this way we have the eagles, the wolves, the crows, the bears, and so forth; and when you enter the village, you have no difficulty in recognizing the clan to which it belongs, for you will always discern some peculiar device, consisting of an animal painted in different colours, set up over the chief's hut. I could not ascertain whether any sort of prerogative was connected with the hoisting of this symbol; at all events the natives do not appear to lay any great stress upon it. When they go out upon any warlike expedition, they wear at times a species of casque surmounted with their patron-device, for the purpose of recognizing each other during the mêlée. The power of their chiefs, or Ankau, as they call them, is unlimited; they sometimes go so far as to put an inferior officer to death; on many occasions, however, the chief is wholly disregarded, and whatever influence he possesses, is derived from his personal endowments. Before they had any communication with civilized nations, the respect paid to the leader depended upon the remoteness of his ancestry and the number of his relatives; but commercial intercourse has introduced luxurious habits among them, and has been the means of producing greater equality among the various classes; hence, a skilful huntsman, though of mean extraction, is

sometimes more looked up to than an Ankau who is destitute of exotic chaffels. The chief's power is hereditary; it does not descend, however, to his own son, but to his nephew, his sister's son.—(Schabelski's Journal.)

GREECE.

KANARIS.

While at Athens I dined at the ——— ambassador's, where I met with Kanaris, the celebrated hero of "fire and flame." There was little in his external appearance which bespoke the hero; he is of slender stature, and there is something so constrained and so little of the warlike,—I had almost said, something so timorous in his manners and bearing, that any one, who is not aware that it is Kanaris he is contemplating, would not form any very favourable opinion of his courage. On the day we met, he was dressed in a plain costume, much like what the Greek sailor usually wears;—a cap, jacket, full breeches reaching down to the knees, and stockings, all of dark colour. Independently of his native tongue and Turkish, he has but a smattering of Italian; we were obliged, therefore, to converse with him in general through the aid of an interpreter,—an office which Mr. Tibaldi of Cephalonia, a relative of our host, who is one of high family in that island, very obligingly undertook. His name was almost unknown among his fellow-countrymen until he signalized himself in January, 1823, by setting fire to the Turkish Admiral's ship, which had a crew of 2200 men on board at the time, in the roads of Chios. His own men, upon desecring the great Turkish fleet in that roadstead, attempted to compel him to sheer off. "If ye have coward souls," exclaimed their gallant commander, "throw yourselves into the sea and shelter yourselves behind yon rocks. I shall remain on board, and can do without you." The words recalled their sinking courage, and they swore to live or die with him. It happened to be the month of Ramazan, when the "faithful," after keeping their mouths closed from sun-rise to sun-set, retaliate for the penance by passing the night in all kinds of merriment and debauchery. The night in question had, therefore, collected a host of Turkish officers of considerable rank on board of the Admiral's ship, as visitors. It was pitch dark when Kanaris made his fire-ship fast to the vessel, set fire to her, and jumped into his launch: the flames spread rapidly, and Kanaris, who was at no great distance from the enemy, called out to them, "Hollo, there! how do you relish the Ramazan illumination?" Then laying his best hands to his oar, he beheld the Turkish Admiral's ship, with the Kapudan Pasha and every soul on board, blown into the air. Kanaris, on the other hand, had a barrel of gunpowder as his messmate, as a resource for ridding himself of life rather than fall into his adversaries' clutches, in the event of their giving him chase; but they were in no mood for the experiment, and he was consequently enabled to gain the harbour of Ipsara the next morning, where his fellow-countrymen welcomed him with loud acclaim and discharges of musketry and cannon. As soon as he got on shore, he instantly made his way to St Nicholas' church, where he returned the saint fervent thanksgivings for the succour he had vouchsafed him, and presented a votive offering of two wax tapers at his shrine. Kanaris afterwards performed many gallant feats of a similar kind; and a German Philhellene, at this moment a Captain in the Greek service, who accompanied him on some of his perilous expeditions, gave me several instances of the extraordinary sang-froid and intrepidity with which this hero of naval story bore himself under the most critical circumstances. While we were at dinner, Kanaris, at our earnest request, gave us an account of the exploit which first brought him into notice; what I have related is from his own mouth, but there was not the slightest bombast in his manner of telling the tale; nothing could possibly have been more modest or unassuming; he spoke of the whole affair as if it had been the most

common occurrence imaginable. In the course of conversation on the "things that be," I observed that there was a touch of irony about him, implying that it went against his grain to own obedience to them; and I must admit, that considering the length and brilliancy of his services, he has fair claims to a far more distinguished post than that of a mere captain of a sloop, which does not entitle him to higher pay than a Major's.—(Private letter.)

ALGIERS.

BEDOUIN ARABS.

"These Arabs," observes an eye-witness, from whose correspondence we select the following particulars, "who are scattered all over the face of the country, are a people of herds and flocks; and are distributed into a multitude of distinct camps, which they denominate "Douare" or "Aduarde." Each tent is the quarters of a separate family, and the whole Douare is under the control of a "Sheik" or commander, who stands, as it were, first among his equals. The form of government is primitively republican; the Sheik professes, at least, to conduct affairs simply for the common good, and holds himself responsible for the debts contracted by every distinct member of the camp, for whom he is pretty punctual in discharging any pecuniary obligation his comrade may have contracted. This post is ostensibly elective, though, *de facto*, hereditary. The Bedouin Arabs are perfectly acquainted with the most convenient and advantageous spots on which to pitch their tents; but they change their residence according to the season of the year, and are always prepared to strike their encampments; in case of emergency, they are off at less than an hour's notice. Before the French invaded the Algerine territory, they existed principally by plundering isolated and remote settlements, and easing the traveller of his goods and chattels; but since the French have made their appearance, a considerable proportion of them have become very peaceable lieges. Their tents are generally black and made of camels' hair, and so closely woven and put together, as to be water-tight. The interior is a sink of filth; their goods and provisions are inclosed in sheep-skin sacks, and deposited on boards resting upon uprights, and their arms are hung up on the pole which forms the principal prop of the tent. Most of them are tattooed with a blue cross on the face and arms, and some bear the same mark on their legs. Their women wear nothing beyond a shirt, and a piece of woollen cloth fastened across the shoulder by a leaden clasp; their head-dress is confined to a remnant of dirty muslin, which forms a veil, and is made fast by a camel's hair band which passes round the head; they are girded round the waist with a similar band, and are tattooed like the males; they dye their eyebrows with black grease and unite them in the shape of an arch above the nose; by way of ornament they wear three or four pair of iron or copper ear-rings, which are of large size and inserted through the corners of their ears, and they also ornament their waists with chaplets. I have seen some of them with a little drawer, inclosed in tin, hanging behind them; and at one of their great circumcision festivals I observed that they paraded in garments of the most gaudy colours, as well as that they had tinted their lips with yolk of eggs. Nothing can be more amusing than to see the Bedouin and his spouse lying down on the same bed of straw as his cattle and children. The Sheik stretches his legs on a couch of sheep-skins. These Arabs live upon small loaves and flat cakes burnt in the ashes, and use water for their beverage; they bury in the ground whatever money they obtain by carrying provisions to market, but make no scruple, the Sheik himself not excepted, to drink wine whenever they find their way into towns."

GENERAL CORRESPONDENCE.

TO THE EDITOR OF THE UNITED SERVICE JOURNAL.

Colonel Napier's imputed Speech at Bath.

THE mischief done to personal reputation and to society at large by the ignorant or wilful perversions of the press is of a far more serious amount than the "reading public," in its apt credulity, allows itself to suspect. Who that was not behind the curtain could have doubted the very questionable sayings so plausibly ascribed to Colonel Napier at the late Bath dinner? those who knew the gallant historian wondering at the change which must have come over him—those who knew him not, chuckling at his supposed alienation from his countrymen and fellow-soldiers. Yet are all the objectionable passages of this much-marred speech *pure fiction*, without a shadow of ground for the mischievous meaning so perversely affixed to them by the Whig-radical newspapers; but the version of the "Sunday Times," which produced the article in our last Number, by Major Mitchell, and the following brief reply from Colonel Napier, goes far beyond its compeers in the fanciful creations of its report—both thought and language belong to the ingenious reporter, not to the unconscious speaker, who, with all his political peculiarities, and we respect even these because they are honestly conceived and manfully avowed, is too true a Briton and a soldier to lend his masculine voice to the ranting and slavering of mongrel mischief-makers.—ED.

MR. EDITOR,—“First catch your hare,” quoth prudent Mrs. Glass in her cookery book.

This excellent advice I offer to Major Mitchell, with reference to his article in your last Number, headed the “*British Troops in America*.” I am sorry that I have not at this time a copy of my speech at Bath to send to him, but I assure him that I never uttered one word about the failures of British soldiers, not one word about America, not one word about her patriots, her freemen, her slaves, her horses, her asses, or anything that is hers, not even a word about her Lynch-law butchers. The gallant Major’s affliction, caused by an erroneous newspaper report, will now, I trust, be alleviated; and if you, Mr. Editor, will, in your Errata at the end of your volume, only substitute “*Sunday Times*” for “*Colonel Napier*,” the article will still do, like the Dutchman’s linen breeches which, when they were patched with leather, were better than new. However, Major Mitchell is a very ingenious writer, and I am flattered that he thinks me worthy of his notice, whether for praise or censure.

I am, Sir,

Your obedient Servant,

W. NAPIER.

A Brevet Rank in the Navy.

MR. EDITOR.—I have been much interested by a paper in your last Number, on a Brevet rank in the Navy; and my opinion relative to the “Metropolitan’s” remarks entirely coincides with your own.

Although it may appear presumptuous in an Officer holding no higher rank in the service than I have the honour to do, to offer any opinions on the subject, still, as those of a practical man of some experience, they are, through the medium of your pages, respectfully offered to the consideration of those whose station or influence may enable them to carry into effect such plans as may be judged expedient to render the lists of the several grades as much as possible an effective one.

It is impossible to escape the notice of any officer that, in the event of the

peace continuing many years longer, nearly the whole of the flag-list, with fully one-half of the Captains, from 1802 to 1816, will, from age and consequent infirmity, be wholly unfit for the exertion which will be required of them on actual service in a state of active warfare, or possessed of stamina to withstand the rapid change of climate to which they must necessarily be exposed.

It has often occurred to me that this state of things might be much ameliorated by a few simple regulations, and of which none could complain, because they are founded in strict justice. To commence then with the Midshipman:—

The entrance of young gentlemen into the service is now limited, and I have no doubt but that the good effects of the regulation will soon be discernible. But when a ship is paid off, do not turn the unfortunate Mids. adrift without resource, but receive them as supernumeraries on board the flag ships at the port where they may be paid off, as was heretofore the case, and reappoint them to sea-going ships, as vacancies and opportunities occur. But if, on the contrary, a Midshipman chooses to go on shore when the pendant is struck, let him do so, with the understanding however that he must rely on his own interest and connexions to obtain him another ship: and under any circumstances, not more than twelve months. Guard-ship time should be allowed in his six years' service. With these restrictions I think it possible that their Lordships would be enabled to promote every Midshipman whose conduct had been correct, and whose professional acquirements were such as to render him a trustworthy and capable officer at the expiration of a given period, say six years, after having passed his examination: a deed of more justice, when it is considered that for these six years they have, in all probability, been doing the duty wholly or partially of a commissioned officer.

When a Lieutenant has served *ten* years afloat, three of which have been passed in the capacity of First Lieutenant of a ship of the line, a first class frigate, or as the commander of a small vessel of war, with credit to himself as an officer and a gentleman, and consequent advantage to the service, he should be entitled to his promotion to the rank of Commander as a matter of right. When, however, this much-envied grade is obtained, the difficulty, without the aid of powerful influence, to obtain the command of a ship, will be evident to any one who will take the trouble to compare the number of officers on the list with that of the ships in commission. The employment either of Commanders or Lieutenants in the Coast-Guard I consider totally distinct from naval appointments, and the officer, who solicits and obtains them, to have waived, at least *pro tem.*, all claims upon naval promotion, except indeed in cases of extraordinary personal exertion and danger; and even then, I think, the desired boon should only be awarded by an Order in Council. Naval officers employed in the Coast-Guard become, while so employed, to all intents and purposes, officers of the Customs, and such, in point of fact, the majority appear to consider themselves, by endeavouring to get reappointed as soon as possible after their periods of service have expired.

That many of the Inspecting Commanders have high claims on the service, no one is more ready to bear witness to than myself, but what I mean is, that by accepting an appointment in the Coast-Guard they virtually surrender, for the time that they may hold it, and in return for the emoluments which they derive from it, all pretensions to the promotion arising out of those claims. On the contrary the officer who adheres to the direct line of his profession, and has always shown himself anxious for active service, ought not to have his claims placed in abeyance.

In the present state of things, putting extraneous influence aside, the few ships that are to be given away will, if only in good policy, be given, with very few exceptions, to the fortunate scion of nobility or political patronage, who has been passed as rapidly as the regulations of the service will permit

through the several grades of Midshipman and Lieutenant; and who, of the eight or nine years he may have been in the Navy, has not passed perhaps more than three or four in actual service at sea. To officers thus rapidly brought forward, and who must ultimately, in all probability, succeed to the command of our fleets, experience in the profession is every thing, and must be afforded them by every means the Admiralty possess, or our fleets and ships must be placed in jeopardy by the ignorance and inexperience of their Commanders. What then, under the existing regulations, is to become of those who have deserved well of their country, and whose claims upon it are undeniable; who have bought their professional rank with their services and with their blood; whose whole life and energies have been invariably dedicated to their profession; and who must thus, while the one year's sea service is made by the regulations indispensable, be excluded from all chance of obtaining the great point of their ambition, the rank of Captain? A man of from twenty-five to thirty five years' service does not require a twelve-month's probation in the command of a corvette, or as second Captain of a ship of the line, to qualify him for the command of a frigate; while the rank of Commander having been accorded him for *his services*, that of Captain ought, in mere justice, to be assured to him after a certain period, and that period a short one.

It is difficult, under the existing circumstances, to do justice to the old and deserving officers of this grade, but their situation may certainly be ameliorated. For instance, two or three years' service *at sea*, in command of a small vessel of war (not a revenue cruiser) as a Lieutenant, ought in justice to be considered equal to the twelve months' service at sea as Commander; for the duties and responsibility of the two officers are the same, and particularly as they are usually Lieutenants of some standing who are appointed to these commands. The same regulation might be extended to those officers who have served three years as First Lieutenant of a ship of the line.

Why also should not the guard-ships have a Commander appointed as Second Captain, as well as other ships of the line? Two or three Commanders, having undeniable claims on the service, might also be placed as supernumeraries on the guard-ships' books, *for time only*, but neither for pay nor provisions, but to be obliged to reside in the port where the ship is stationed, and be ready for any service that may be required of them, receiving full pay only when their services are put in requisition. A retired list of this grade, with the rank of Captain, and a small addition to their half-pay in the shape of pension, would go far towards rendering the list an effective one. It may be well to remark, *that this is the only grade in the service that is without a retired list*; and I feel confident that more than one half of the officers at present composing the Commander's list will never go to sea again.

With reference to the appointment of Second Captains to line of battle ships, (for the title of Commander is in their case a misnomer,) I fully agree with you that it ought to be imperative in every ship or totally laid aside; and the appointments should be altogether with the Admiralty. Our gracious Sovereign, when Lord High Admiral, established the regulation as a boon to the Commanders, and at the same time an advantage to the service. It has ceased to be a boon, and at present is only a source of patronage to the Captain, which was never contemplated.

We come now to the Captains' list. The following appear to me a very simple, a very just, and a very feasible mode of bringing younger and distinguished officers towards the head of the list, and consequently to their flags.

At present a Captain receives no *professional* benefit whatever for his exertions, however successful he may be against the enemy, and is even excluded by his rank from the honorary distinction of the second class of the Bath. He may, it is true, be created a Baronet; nor have our Sovereigns

been backward in conferring this honour when it has been fairly earned. But this is not, strictly speaking, a *professional* distinction; nor, to the officer without private fortune, is it perhaps a very desirable one, however much it may be so to our more fortunate brethren; nor would an order of merit, *however much to be desired on other grounds*, place him *professionally* in a better situation. Suppose, therefore, that in cases where officers distinguished themselves in battle, or on particular service, (for there are duties where the energies of the commanding officer, both professional and physical, are more severely taxed than even in action with the enemy,) they should be rewarded by an *Order in Council*, allowing them to calculate a certain additional number of years of actual service, and their names to be advanced on the list of Captains accordingly. Our best and most distinguished Captains would thus have a fair chance of obtaining their flag while their services are yet available; and an additional stimulant, were any necessary, be given to their exertions.

Pond House, Twickenham Common,
16th January, 1836.

I am, Sir,
A COMMANDER.

On Corporal Punishment.

MR. EDITOR,—It is not from want of respect for the opinions and feelings of that portion of the British people who so eagerly press upon the Legislature the abolition of corporal punishment, that I find myself again impelled to offer some remarks on this subject. It is extraordinary that men of common sense should think the opinions of naval and military men the *only* ones *not* to be consulted on this most important feature of naval and military discipline. The shopocracy (so styled in "England and America"), that bustling, intelligent, and now, perhaps more than formerly, influential class, would laugh at the idea of consulting sailors and soldiers as to the investment of their stock, or the disposal of their goods, but it would not be less absurd than their underraking to decide categorically upon naval and military questions. If in such matters the shopocracy are to exert commanding influence, the time is approaching, faster perhaps than they may imagine, when the Czar may deride the nationality of England, and threaten to destroy London, never to be rebuilt by him. War is an evil—a standing army may be an evil; but, if so, it is a necessary one, and must be accepted, with all its attendant evils, unless England is to be another Carthage, sacrificed to that spirit of false feeling and economy which will not submit to the necessary cost of the dominion she has conquered, and the wealth she would so avariciously retain. If, however, the manliness of Englishmen be not on the wane, the efficiency of our Navy and Army is not to be sacrificed to mistaken feelings, however plausible. The discipline of the armed force of an empire is of such importance, that even life must, if requisite, be sacrificed to its maintenance, and whoever is not disposed to go this length has no business with it. *War is an iron service, not fit for men of silk.* Better have no Army than an ill-disciplined one; and of this the inhabitants of towns are not *the last* to be aware. Now, with regard to corporal punishment, nothing can be more painful to the officers of the Army and Navy than the awarding and witnessing the infliction of it in any form. Disguise it how you may, bodily pain, as a punishment, must have the nature of torture. What then—if it be occasionally absolutely necessary to the control of soldiers and sailors, are they not to be controlled?—or are they, from mistaken pity, to be suffered to degrade themselves into a terror to their friends, and a laughing-stock to their enemies? Now, despite the recent melancholy instance of the marine whom a coroner's jury have found to have died from locked jaw, caused by military flogging (an instance which I believe to be so uncommon as almost, if not altogether, to stand single), I still think it will be difficult to substitute with advantage any other corporal punishment for

it. At present, the opinion of the regimental surgeon (duly certified) that the prisoner is able to undergo corporal punishment, or imprisonment, is presented, at the time of trial, to every court-martial; and, if corporal punishment be inflicted, the surgeon, or his assistant, must attend, and is responsible for stopping the infliction of it the moment the sufferer's health is likely to be endangered by it; and I think it would be difficult to find any mode of causing bodily pain the progress of which can be so closely observed, and so timely checked, as flogging as at present used. Therefore, *it appears to me, that to abolish flogging, is to abolish corporal punishment.* Another thing must be considered: custom has sanctioned this mode of bodily infliction in the British service: it may be very doubtful whether the men would submit to the experiment of any other.

Now, as to the possibility of substituting what may be called moral or reforming punishments for flogging, such as disgrace and imprisonment, I am of opinion that too much cannot be done to give effect to these, and to extend their application as far as possible. I think too that a system of classification and of reward, such as I recommended in your November Number, would tend greatly to reduce the occasions for punishment of any kind; but I, and every officer of any experience, must know that there are men in every regiment, ay, probably in every company, whose moral nature is too callous for impression—*men who, rather than not get drunk and debauch when opportunity is to be found for it, would risk the being humbled to any extent, and in any form; would sell over and over again their clothing, and everything entrusted to them, and endanger their own and their comrades' safety; possibly even the safety of an army and the success of their country's cause; and, if this be the case in the Army, I cannot see why it should not be so in the Navy, where the additional dangers of the sea render such a fact even of more terrible importance.* How are such men to be dealt with? Are they to be discharged, and their places filled up by enlistment? In peace time, I wish this were more generally done; but this would be expensive, and might encourage offences as a means of compelling discharge; but, in war, if every drunken and disgraceful character were to be discharged from the perils and duties of war, I fear the strength of regiments would, in a long campaign, terribly diminish, and the rascals' muskets be missed in the day of battle; perhaps be found on the side of the more unscrupulous enemy, or forming gangs of banditti about the line of march; so that this remedy must be abandoned. We come back then to imprisonment, and such modes of punishment. At home these might be rendered perhaps more availing by the enforcement of the silence and solitary system, borrowed from America, which might too be more generally applied than at present to offenders punished within barracks. But *how apply them on active service, when the services even of criminals cannot be spared?* It is a vice inherent in punishment by imprisonment, that the good are thus forced to do the duty of, and so suffer for, the bad; *but on active service no man can be spared.* Besides, where are prisons and guards, &c., to be always found convenient? So, I fear, even the most quailing horror of corporal punishment must give way in the field to dire necessity. But there is another mode of viewing this question: there are violent and mutinous characters who must be quelled forthwith, and on the spot, by fear. There is no time for delay—the minds of men are excited; the ship or the regiment, perhaps the fleet or the army, may be lost for want of that exhibition of moral daring, and stern, unhesitating, immediate justice which in such painful and perilous situations proves the head and heart of a commander. On such occasions the pistol or the sabre may be called into play, and have justifiably been so; but it can be with no wise man a question, but that a drum-head court-martial and a cat-o'-nine tails are more humane and better substitutes.

With this opinion I conclude, satisfied with endeavouring to disabuse the

minds of my countrymen of a dangerous error, even at the expense of being thought too cruel to be any thing better than a mere soldier.

I am, Mr. Editor, your obedient Servant,

Dec. 2, 1835.

J. A. GILBERT, Lieut. Royal Art.

The Screening System.

MR. EDITOR,—The writer of that excellent article in your present Number, headed "The United Services in 1835" deserves the thanks of every officer in the Army for his exposure of the *screening system*. I will mention a fact which will prove powerfully the existence of such a system in a principal garrison-town in Ireland a few years ago.

A certain regiment, of the highest character, was found fault with by a great authority for the great prevalence of drunkenness and irregularity apparent in their Defaulter Returns, those of other regiments being comparatively *clean*. It was represented by the officer in command of that regiment (as sensible a man and as good an officer as any in the service), that it was the system of the corps to pass over no instance of intoxication, either with regard to the punishment or the recording of the offence; and that to this was owing the *apparent* excess of irregularity over that of other regiments whose system was different. The following query was the answer he received:—

"Do you mean to say that the Commanding Officers of these regiments would send me false returns?"

Annoying as was this censure to the officers of the denounced regiment, it was also to a certain degree amusing to them, who had a better opportunity of judging of the relative conduct of regiments in garrison than the "great authority" above referred to, and who had been in the daily habit of seeing non-commissioned officers and men of the regiments held up as models staggering into barracks at roll-call unnoticed and at liberty.

Your readers will hardly believe that it was hinted by the great powers to the Commanding Officer above-mentioned, that it would be agreeable if he could contrive to return fewer irregularities than he had been in the habit of doing! And when this was objected to, as contrary to the system of the regiment, which was that of concealing nothing, he was told to return his cases of simple intoxication *numerically*, and not by name; in order, I suppose, that the return should not *look* so black! I may add, in proof of the injustice of the attack on the discipline of the above-quoted regiment, that during the ten months it was in the garrison it had not a single instance of intoxication on duty under arms!

I am, Sir, your obedient Servant,

Jan. 18, 1836.

W.

The Royal Marines.

"The Marines, who had previously withstood every attempt of the conspirators to seduce them from their duty, now displayed that unwavering loyalty and prompt obedience for which, in the most trying circumstances, this valuable force has always been distinguished."—Matiny on board the *Impétueux*; *Life of Lord Exmouth*.

MR. EDITOR.—I am happy to see by the Army List of this month that the corps of Royal Marines are there inserted, a desideratum so long wished for, in consequence of many officers having relatives in the several branches of the profession; and I should feel infinite pleasure if any of your *military biographers* or compilers would turn their attention to completing the history of the corps to the present time. A great portion of *early* matter is to be found in a quarto work by the late Major Gillespie, R. M., in which it seems that the Marines were originally raised from the *train bands* of London, "by which they claim to this moment a right of marching through the City with fixed bayonets, colours flying, and drums beating." The particular service for which they were embodied being ended, they were reduced;

and subsequently, on a force of this description being again required, its nucleus was taken from the 3rd regiment of Foot, or Old Buffs, on the left of which regiment is the proper station of the corps. They were then (although regimented) designated Lord ———'s regiment of Independent Companies of Marines, Colonel So and So's, &c.; and were employed in America, where they very greatly distinguished themselves. About this time, they were styled His Royal Highness the Duke of York and Albany's Own, or the Lord High Admiral of England's Maritime Regiment. Their colour (which I hope to see restored as an additional ensign) was a white field with St. George's cross, having the rays of the sun issuing from each angle of its centre; but what was in the *centre of the cross itself* I forget, but think it was a smaller cross, or that of the knights of St. John of Jerusalem. The war ended, a few companies only were retained, when subsequent naval events proving the inestimable value of this description of troops, they progressively increased, until at length, in the year 1812, they amounted to no less than 38,000! The laurel on the button which encircles the device was won at Bunker's Hill; the blue facing bestowed at the Peace of Amiens, and the "*globe*" emblazoned on the colours at the desire of our good King William the Fourth, (long may he reign!) appropriately symbolic of their services "*ubique!*"

I remain, Sir, yours,
A SUBSCRIBER.

Kyan's Solution for Dry Rot.

SIR,—Observing in your last Number, in the letter of your Portsmouth Correspondent, an account of some trials now making in the King's Yard on Kyan's Dry Rot Patent, I think it a duty I owe the public, as a chemical man, to draw your attention to some important considerations regarding that process.

Mr. Kyan prepares his timber, &c. by soaking it a certain time in a saturated solution of the perchloride of mercury, or corrosive sublimate. Now this is at once the most violent and active of the mineral poisons; less than a grain, less than you could take up on the point of your pen, would be sufficient to destroy the strongest man living. The timber is soaked in this horrible poison, and comes out covered with minute particles of it, and it is then in that state proposed to be used in building ships. The sublimate is very soluble, and would readily unite with the bilge water; and, should it get to the provisions, would make havoc among all who eat of them; for it has neither taste nor smell, and the first intimation of its presence would be the most excruciating pain in the stomach and intestines, followed by the rapid dissolution of all who had imbibed the smallest quantity. It is also proposed to saturate the sails and cordage with this dreadful stuff: in this case the sailors would not only have their hands covered with rank poison, but the drip from the sails would pour a poisonous shower on the decks every time it happened to rain, and every ship would be a species of Upas tree. Many persons would not live very comfortable in a house if the *floor* was known to contain poison; but let them imagine themselves in a ship where "above, around, and underneath," *every particle of timber* that they saw was completely saturated with it, and that it would readily unite with water, and could be taken into the stomach in a thousand different forms.

And all this risk is to be run for the sake of trying a thing that does not appear very likely to succeed; for if the particular theory respecting the albumen in timber be correct, where will he find his albumen in sailcloth or old rope? I cannot imagine how these substances, so dissimilar as they are, can both be preserved by the same chemical process. Besides, the patentees themselves seem to doubt its efficacy, as they propose to part with the secret to a company, if one can be raised, for the modest sum of a quarter of a million. But let this pass: supposing that the process is

effective, is it right to employ such a horrid poison in such an indiscriminate, unguarded, I had almost said wanton manner? The patentees say that every load of timber will take up a pound or more of sublimate. Now a frigate contains about 2000 loads of timber; and as there are 5760 grains in a pound, it follows that every frigate would contain enough *poison* to kill *eleven millions of men*. I think no pecuniary saving would justify such a risk. I hope the affair will be strictly inquired into before anything is allowed to be done with it, and that government will not suffer any risks to be incurred when the lives of thousands are at stake.

I am, yours, &c.,

St. Bartholomew's, Jan. 1836.

CHEMICUS.

Best Form for the Hulls of Ships.

MR. EDITOR,—I fear you will consider me very troublesome, by wishing to intrude myself again into your Journal, but I do so in consequence of the able letter of your correspondent, Mr. Allardyce.

I do agree with Mr. Allardyce, that the greatest breadth should be well forward, of the fish-shape form, in order to make a sailing vessel of it; but as respects any difference in its velocity over the semi-cylindrical form, I certainly have not been able to detect it. In confirmation of what I have stated above, I shall quote a passage from page 28, "On the Resistance of Fluids," in a book on Naval Architecture, published in 1826.

"Numerous experiments have been made to determine data for a correct theory. . . . Among experiments made by individuals, those made by Romme in France demand particular attention, as the results are not only very curious, but highly important to naval architecture. He affirms that two ships of the same midship section, and same length and depth, whatever their forms be in other respects, within the limits of the greatest difference of form ever used in naval architecture, will experience the same resistance." Not a word is here said about weight, which I consider very essential; however, as far as M. Romme has gone, he confirms what I contend for.

With regard to the metacentre. In the same work, at page 63, where treating on the stability of floating bodies, "M. Bouguer traces the metacentric curve as the ship gradually inclines from its upright position, and determines its nature: he says that if this curve rises as the ship inclines, the ship will be secure; but if the curve descends, that the ship will be insecure."

"Mr. Atwood shows most clearly the error of this doctrine, and proves that the stability of two vessels, one of which Bouguer considers to be secure in inclining, and the other insecure, is exactly equal."

Now my humble opinion, Sir, of the comparative stability of the circular and the sharp bodies, as represented in Mr. Allardyce's diagram, is as follows:—Since the half breadth am is the radius of the semicircle abc , then ma , mb , mc are all equal: and of the two bodies $aobsc$, abc , $aobsc$ is a semi-square inscribed in a semicircle abc ; consequently, the capacity of one is to the capacity of the other, as the whole inscribed square is to the whole circle. This being the case, and that each ship should be of equal weight, the ballast and stores of the semi-cylindrical form can be placed lower and more distant from the common centre m , than the ballast and stores in the sharp body; therefore proportionally to the advantage of the stability of the former over that of the latter.

Again, whilst the two bodies are at rest, the breadth of bearing on the water is equal in both, because ac is common: but when the wind causes each to heel equally, then the floating breadth of the sharp body becomes less than that of the circular body by the quantity $s1$. But since floating bodies always sink down and displace a quantity of water equal to their weight, then $d1$ cannot diminish to ds without the sharp body sinking

altogether deeper into the water to preserve the law of equilibrium, which, in consequence, always must be with increased risk of foundering.

I shall now add, Mr. Editor, that being a lover of science and improvement, I will give 100*l.* towards carrying into fair experiment on the open sea, with two boats, one of the fish-shape, the other of the semi-cylindrical, but of not greater dimensions than 32 feet long by 8 feet wide, that each may be carefully weighed before sailing; and for them to be placed under the management of some officer of his Majesty's Navy, to determine, after many trials, their several respective qualities.

I remain yours, very greatly obliged,

Hartlip, Dec. 29, 1835.

WM. BLAND.

The Army as it is, and as it ought to be.

MR. EDITOR,—The readiest way to disorganize an army is to take away the power of effectually punishing crime, without offering a counterbalancing reward for good conduct. I have not seen, among all the paragraphs from the discerning advocates of the Somervilles and Hutchinsons, a single word of encouragement to the good soldier—not a solitary proposition to increase his pension, or make him more comfortable in his old age. At present, if one hundred men of unexceptionable character are discharged in one year from the same regiment, but one of each rank* can get the medal and gratuity for good conduct. Even this medal is not given to the soldier in the presence of his comrades, but is forwarded to his parish, to be presented by the beadle, like alms from the poor-box.

Before we talk of the degradation of the lash, let us raise the character of the soldier, so that he may feel it to be a degradation. Improve the system of enlistment, and, instead of the idle and dissolute forming the matériel of the Army, let the following be the qualifications of the recruit and the liability of the soldier:—

1. The recruit to have a certificate of good conduct from his landlord, the clergyman, and magistrates of his parish.

2. Have a class of recruits to enlist *without bounty* for five or seven years; after which it will be optional with them to continue their service for as long a period as capable of serving, but not to begin a new engagement for *less* than five or seven years.

3. Permit men of unexceptionable character to have a discharge at the end of seven years, on paying the bounty for another recruit, or obtaining a substitute as physically eligible as himself.

Give a district court-martial the power of discharging a soldier from the service with an *indelible brand*; let every man discharged from the army for bad character and conduct be deprived of his civil rights, so that he cannot vote on any occasion, parochial, electioneering, or otherwise, or receive benefit from the workhouse or poor-laws of his country.

Let the municipal police throughout the kingdom be formed from the military pensioners and men discharged from the army with certificates of unexceptionable character.

Draw out a scale of pensions available to the knowledge of every soldier wherever he may be (let it be printed in his pocket ledger), to be in proportion to his years of service (giving him an advantage for foreign service) and his good conduct while serving; thus, if tried by court-martial once, diminished so much; twice tried, deduct again; and so on in proportion according to conduct. Non-commissioned officers and privates who have distinguished themselves to have a premium of pension according to merit. Let a verified copy from the defaulters' and good conduct book be appended to the proceedings of the Board of Service held prior to discharge, and also on his parchment certificate of discharge. Let the parliament legislate for

* One serjeant, one corporal, one private.

the soldier, leave him not to the caprice of a civilian secretary-at-war and his clerks, who will render his old age desolate and impoverished, that they may gain a fleeting popularity from an ungrateful people, who look on him with the cold, malignant eye of jealousy and hate.

“When war's declared, and danger's nigh,
 ‘God and the Soldier’ is the people's cry.
 When the war is done, and all things righted,
 God's forgot, and the soldier slighted.”

Above all, do not break faith with the soldier, but let him have the discharge and pension he was promised on enlisting. How many of our present soldiers enlisted under the idea, then general (and not contradicted), that after twenty years' service they could demand a free discharge with full pay for the remainder of their lives? How many *post facto* laws have been enacted curtailing the soldier's pension—his hard-earned pittance?

From the great extent of our colonies and the limited number of our army, our regiments are little better than colonial corps. To obviate this, a soldier formerly reckoned additional time for East and West India service; but even this compensation or boon for loss of health and enjoyment he has been deprived of; and yet we are told that a better class of men are expected to become soldiers. What man, who can do otherwise, will enter a profession looked upon with odium and contempt by the rest of his family? with the prospect before him of a broken constitution and premature old age acquired in the service of an ungrateful country, who doles out to him with niggard hand and apathetic heart the miserable means of existence, at a time of life when he might look with the rest of his family to social comforts and enjoyments? Are her civil servants so treated? Oh, no; for they legislate for themselves and the soldier, and starve him that they may be enriched in a life of ease and old age of luxury. FUSIL.

Albuera.

MR. EDITOR.—Perhaps your Correspondent, ELIAN, will be so obliging as to explain in what manner the position of Albuera was badly occupied, as he says it was, on the 16th of May, 1811. Should we happen to disagree in our opinions on this subject, there can surely be no great harm in stating them (as I intend to state mine) with temper and moderation. A clear stage and no favour. I invite him to the discussion, therefore, in the most earnest and courteous manner.

I may, however, in the mean time, notice one argument which your Correspondent has used, namely, that Lord Beresford must have *wavered*, because he says that “*Lord Beresford ordered Alten to withdraw his troops from the village of Albuera to cover a retreat.*” To withdraw troops from the village *to cover a retreat!*—why the thing carries absurdity in its very face. Situated as the enemy's troops were, beyond and immediately contiguous to the bridge, I assert, without the fear of contradiction, that in contemplating a *retreat*, the *withdrawing troops from the defence of the bridge* would have been a blunder of the greatest magnitude. *It could not have been committed!* The first symptoms of a retreat, had one been immediately contemplated, would have developed themselves in the disposal of General Hamilton's division, so as to co-operate with Sir Lowry Cole, in covering the retreat of the 2nd division, and Blake's as well as that of Alten. At the village and bridge, while effectually guarding a most important pass, they could have nothing to apprehend from any attack on their right, while Hamilton's columns of battalions, in rear of them, were at liberty to manœuvre in any direction. Alten had not been hard pressed at any period of the action. As it so happened, therefore, this post was, in fact, little more than one of observation. But to end all speculation at once on this subject—*neither Hamilton's nor Alten's troops were ever moved from the ground they originally occupied until the action had entirely ceased, and the enemy was driven behind the Albuera; therefore that matter is put to rest.*

AN OLD SOLDIER.

On Military Prisons.

MR. EDITOR,—At present there is not room among the vagabonds in the county gaols to admit the military delinquents; consequently in the garrison towns prisoners, after trial, are obliged to be kept in the guard-rooms to smoke all day and sleep all night, to throw extra duty on their comrades and corrupt the minds of the young soldiers in charge of them. A few *Military Prisons* would be an improvement. The following plan might be adopted in them with advantage. Every man to wear the uniform of his corps, and during the day to be in complete marching order. Have a certain number of drill-serjeants attached to the prison; every prisoner to undergo fire-lock and marching drill nine hours in the day, and eat his meals in solitude. As soon as his drill is over, let him be marched to his solitary cell, which is not to be furnished with bedding or light, except sufficient time to clean himself and appointments. By rendering the punishment sharp while in prison you can shorten the duration of it and relieve men from doing the duty of the bad soldier; thus instead of, as at present, sending him to herd with vagabonds of all descriptions in a common gaol and forget his duties as a soldier, he will return useful and accomplished in his military discipline, and not reduced to a ruffian by associating with thieves, housebreakers, and villains of the worst description that infest society.

In time of war, on service, punishment must be prompt to be effective, and of that description least calculated to deprive the army of the use of a soldier at a time men cannot be spared. Let some of the "Radical Orators" find out a remedy for corporal punishment combining this, and where will be found the man to oppose it? F.

Communication from the Shore with stranded Vessels.

MR. EDITOR,—As the substitution of large rockets for mortars and shells seems to be considered a recent invention by one of your correspondents, in your last Number, you will perhaps have no objection to give an early insertion to the following copy of a letter which is to be found in the *Old Naval Chronicle* of more than six-and-twenty years ago—May, 1809.

I am, &c.

WM. RICKETTS, Capt. R. N.

MR. EDITOR,—I have lately seen some imperfect accounts of an invention tried at Woolwich, to ascertain the practicability of obtaining a communication with ships stranded on particular shores. These kind of descriptions are generally so deficient that I do not pretend to comprehend more than that a shell, having a rope attached to it, is to be fired out of a mortar, from any convenient spot, in such a direction that one part of the rope may be carried over the ship's hull, while the end is detained on shore, by which means a larger rope with other materials may be conveyed on board. As every sailor must be anxious for the success of such an invention, I take the liberty of mentioning that, as many parts of our rocky coast will be found impracticable for horses or heavily-laden men, it is by no means unlikely that objections may arise against the weight of the shell and mortar, in which case it may be worthy of consideration whether the large rockets might not be found valuable substitutes. I believe they were, many years ago, tried in France with great success.

(Signed)

WM. RICKETTS, R. N.

Prevention of Crime in the Army—Drumming out of the Service.

MR. EDITOR,—I venture to solicit the insertion of the following remarks on drumming out of the army, into the pages of your able and highly interesting journal:—

The frequency of this degrading kind of punishment, both in the cavalry

and infantry, of late, and the little effect it seems consequently to have had in the prevention of crime and vice, sufficiently proves its partial inutility and inefficiency. Too much, therefore, cannot be done or devised by the highest authorities to render this mode of punishment and disgrace more severe and more practically useful.

In one instance, where this punishment was resorted to lately, I allude to the case of private Nicholson of the Royal Artillery, that individual was drummed out of his corps "for forging, desertion, and disposing of his kit." Had this man been a civilian, what, it may be asked, would have been the sentence awarded him by the judge at the Old Bailey, or Central Criminal Court? Is it too much to infer, that he would have been sentenced (even for the first-mentioned crime "forging") to seven years' transportation?—and if not sent to New South Wales or Van Diemen's Land as a convict, to work out his time there, he would have spent it at the Hulks in this country. Here then is an instance of an individual who, from the circumstance of his being a soldier, did not receive punishment in proportion to the offences he had committed. Would it not be highly advisable that some further penalty consequent upon this degradation should be resorted to, something that would work upon the feelings and wishes even of the most reckless and hardened offender—something that would curtail his liberty after his discharge was granted? In many instances it is liberty, and liberty alone, that those irreclaimable offenders are desirous of obtaining: they find the regular habits and duties of a soldier's life irksome and oppressive: they dislike restraint or control of any kind, and will do or commit any crime, no matter how great, if, by so acting, they think to obtain their discharge from the service.

It is not very long ago since a private in the 6th Dragoon Guards was sentenced to seven years' transportation "for being found asleep on his post," but it does not appear whether the Court-martial awarded him to be drummed out of his regiment previous to being sent away to the hulks. Surely this was an instance where this degrading punishment might have been resorted to, and, I humbly opine, with effect. This individual, from the enormity of the offence he had committed, should have been held up, in the most public manner, to the scorn and contempt of his comrades. By publicly exposing these irreclaimable offenders, the minds of those looking on are deeply impressed, and the punishment, from being rendered repulsive to their feelings, is to be avoided and shunned. In this instance, drumming out should have preceded his dismissal from the regiment. Viewing it in this light, would it not, I say, be an improvement upon the present system of "drumming out of the army," if, when the Mutiny Bill and Articles of War come to be considered in the approaching Session of Parliament, it were enacted, "That any soldier, serving in the United Kingdom, who, for highly disgraceful and unsoldierlike conduct, should be sentenced by a Court-martial to be drummed out of his regiment, and dismissed the service with ignominy, be immediately, on receiving his discharge, delivered over to the civil power to be sent to the tread-mill, or nearest gaol or prison, there to be confined, with hard labour, for a period of not less than one year, and not to exceed three years?" the particular period of time to be left to the discretion of the Court-martial, and recorded in its minutes. In all cases of men sentenced to be transported by Courts-martial, it should be enacted, that they invariably be drummed out of their regiments, previously to their being sent off to the Hulks. By a combination of these two punishments the effects of crime would be rendered more appalling in the eyes of soldiers, and it follows as a matter of course that their utility for all practical purposes would also be augmented—besides, the army would thus get rid of its bad characters, without their being in any instance let loose upon society in general.

I am, yours truly,

London, 26th December, 1835.

A. M. MILES.

CORRESPONDENCE FROM THE PRINCIPAL PORTS AND STATIONS.

Portsmouth, January 21, 1836.

MR. EDITOR,—The great dearth of Naval and Military movements at this Port during the last month compels me to forward a very brief letter. There has not been an arrival of any importance until last Saturday, when the Alban steam-packet came from Malta, having previously landed her mail at Plymouth. This vessel, after staying a short time, proceeded to Woolwich to be paid off. She experienced very bad weather during her passage to England; was obliged to throw overboard a large part of her fuel, &c. &c.; and, setting aside the damage to her machinery on the present occasion, the Alban is a crazy tub and totally unfit for His Majesty's Service. The letters from the officers of the Mediterranean Squadron furnish a second confirmation of the disadvantage which the Vernon laboured under on the final trial of her sailing qualities with the Barham. The accounts are too long for insertion in this letter, and perhaps it might not be considered quite fair if the Barham's statement were published without a similar one from the Vernon; and we are further aware of some particulars which tend to diminish the positive advantage ascribed to the Barham. If there should be any difficulty in obtaining a copy of the Report of the Captain of the Revenge, the officer ordered to attend the ships, it would be desirable that it should be got as a parliamentary paper and then submitted to the public. One thing, however, is manifest in each trial that has taken place,—both ships are very fine men-of-war. Vice-Admiral Sir J. Rowley was at Malta on the 16th December with the Caledonia, Edinburgh, Thunderer, Revenge, Canopus, Barham, Vernon, Orestes, Mastiff, Hind, Pluto steamer, and the Ceylon, flag-ship of Sir T. Briggs—the Sovereign transport was lying there also.

The Admiralty have directed two more demonstration ships to be got ready at this port, viz., the Benbow and Pembroke, in addition to the Princess Charlotte, St. Vincent, Ganges, and Bellerophon: they are in a forward state. The Melville has been brought forward as the flag-ship of Vice-Admiral Sir Peter Halket, and will be commissioned on Friday next. The Pique is still in dock, but expected to be ready for service by the first week in February. An old bomb called the Erebus was rigged with great expedition by the dockyard people, and intended to follow Capt. J. C. Ross to the relief of the frozen-up whale ships; but six or seven of those vessels having contrived to get free, the services of the Erebus have not been required, and she is dismantled. The above comprise all the shipping intelligence, except the return of the Vestal and Racer from Sheerness after their refit, and the trial of their captains by courts-martial: the ships are to return to the West Indies. Some more officers, men, and horses, have sailed from this place to join the Spanish Legion, and among them are two Captains in the Navy, Lord W. Paget and Arbuthnot: the former having a brother-in-law, the Baron de Rottenburg, in command of a Rifle Brigade, may have some inducement to go thither, but how the latter is to be employed is a puzzle. Where does the money come from to pay for the conveyance and victualling of all these people, and for the purchase of the heaps of horses which have been shipped from this dockyard alone? There are two powerful and expensive steam-ships in constant employ, the James Watt and Royal Tar, exclusive of several ships and brigs taken up for the sole purpose of carrying out horses and stores. You may recollect that about fourteen or fifteen men belonging to the different depôts in this garrison deserted in July last and were apprehended in a steam-vessel on her way to the coast of Spain: they were tried by a general court-martial and punished in various ways, some by transportation, &c. Two soldiers, one of the 85th and the other of the 97th, in consequence of previous good character, were afterwards pardoned, and gave such information of the manner in which they had been

inveigled from their duty, that the Government directed a prosecution to be commenced against the occupier of a public-house on the Point from whence these two men had been removed from the Swiftsure hulk. There was, however, a difficulty in establishing the fact that the owner was in the house when the soldiers were disguised and moved to the boat, so that the jury acquitted the party. The matter will no doubt rest there; and it is to be hoped that it will act as a caution to persons not to interfere with the troops in the garrison in future; for a second prosecution under the Mutiny Act may be conducted with better success, and the penalty is very serious.

There has been some talk of erecting a statue of His present Majesty on Greenwich Hill; a friend has suggested the idea of having a light-house on the extremity of Bembridge ledge, in place of the ship-light now floating there. He recommends that the structure should be fixed as a national monument to commemorate the reign of our naval King William IV., and that a statue of His Majesty should also be fixed upon it.

As all your readers may not have an opportunity of seeing the papers which contain the particulars of the recent distribution of the medals awarded by the Royal Humane Society for gallant and meritorious deeds performed during the last year, I send the names of the following persons connected with His Majesty's Service who have been eulogized and rewarded at that meeting:—A silver medallion to Mr. Fitzjames, one of the Mates appointed to accompany the expedition to the Euphrates. This officer jumped into the river at Liverpool, with his great-coat on, and saved the life of a man who had fallen overboard from another ship. A medal to Mr. James Coutts Crawford, Midshipman of H. M. S. Dublin, who jumped overboard in Coquimbo harbour and saved two men's lives. This young officer is brother-in-law of the late Capt. Sir H. Duncan, R. N. The Society's medal was awarded to George Doneford, a seaman of H. M. S. Prince, upon the recommendation of Captain the Hon. H. D. Byng, the Superintendent of the Ordinary at Portsmouth, and Mr. C. Mayberry, the Surgeon thereof, for the following gallant action:—The wife of P. Razer, a marine, in a fit of frenzy jumped into the sea; the marine sentinel, though unable to swim, rushed to her assistance, and both would have perished if George Doneford had not plunged into the sea to their aid; he was standing twenty-three feet high from the water and the tide running very strong at the time; he succeeded in keeping them up until boats were got to his assistance. Doneford had formerly saved the lives of three other persons. A medal was voted to Lieut. J. Somerville, of the Coast-Guard station near Romney, for saving the lives of five men, forming the crew of the brig *Industry* of Sunderland, wrecked near that station. These people had contrived to escape from their vessel, but on the passage to the shore the boat upset, and they would have perished but for the prompt assistance of Lieut. Somerville. A medal was voted to Mr. J. B. Willoughby, Midshipman of H. M. S. Rodney, for saving the life of a boy who fell into the sea from the *Vigo* hulk. This occurred a few weeks ago at Plymouth. A medal was voted to Lieut. R. H. Bunbury, of H. M. S. Thunderer, for saving the life of one of the crew who fell from the main-yard into the sea, while the ship was under close-reefed fore and mizen top-sails—the sea running very high and the night closing in. What rendered this act more brilliant was the circumstance that Lieut. Bunbury has but one arm, having been deprived of the other while a Midshipman of H. M. S. Asia at the battle of Navarino.

P.

Milford Haven, 17th January, 1836.

MR. EDITOR,—An order was received, at the Dockyard up this haven, a few days back, to build two sloops of war similar in dimensions to Surveyor Symonds' *Columbine*. The improvements which have taken place in our ships of war, since the introduction of his principles, cannot but be evident even to the most superficial observer. They now possess those desiderata so long neglected by our constructors—increased breadth, stability, capacity, &c.

It has often been asserted that it is from science alone the perfect lines of a ship are to be obtained. Science may do something towards improving the system, and so may mathematical calculations; but these are not at all essential; or if so, how did such distinguished individuals as Chapman and others construct their vessels, seeing they were so devoid of those acquirements? The present surveyor, for instance, may not be so *au fait* at solving a problem of Euclid, or drawing a mathematical induction, as some of those who have had more leisure to devote time and attention to the study of dynamics, hydraulics, hydrostatics, and a long list of other *ics*; but when have any of those (notwithstanding every facility has been given some of them) succeeded in producing such perfect models as the *Vanguard*, *Vernon*, *Columbine*, &c.? No; no; science may do well enough to talk about, and very imposing the theorems and problems appear on paper, but depend upon it, it is experience alone will make perfect. *Experientia docet*; and this I can prove from what I have observed amongst the merchant-builders of my acquaintance. Many of these persons know as much about what is called the scientific part of ship-building as did Noah of old when he constructed the ark, and indeed, like him, too, they only build from dimensions given them; yet where are there finer vessels than some of these? The persons to whom I allude, when they contract to build a ship, want no further instructions on the subject than the tonnage, length of keel, breadth, depth in hold, and the trade for which it is intended; on the latter depends the fulness or sharpness of the craft. After laying the keel and raising the stern frame and stem, they get up a mould of the midship section, and perhaps one or two others. They then bring round their ribands and harpins. To these they lay their floors, futtocks, and lop-timbers, taking care in their progress to preserve fair lines, and thus complete their mighty undertaking. Aye, and, before launched, without any other calculation than what experience gives them, will tell to a trifle the tonnage of their vessels as well as their draught of water! As the various motions of a ship at sea, acted upon as she is at the same time by a thousand different efforts of wind and water, cannot possibly be arranged under any thing like fixed principles, so is it necessary for every constructor to have experience of a ship's actions when thus tossed about upon

"The sea, the sea, the open sea."

And here again the experience of Captain Symonds so ably qualifies him for the situation he holds, a situation on which depends not only the safety of British seamen, but that of Britain's isle itself. But I must not detain you on this point, particularly as I purpose addressing you further observations on it at an early period.

An excellent arrangement has lately been entered into at our dockyard, in common with the others, for instructing the shipwright apprentices in those establishments. The plan originated with a gentleman in Pembroke yard (Mr. Burdwood), and the Lords of the Admiralty approving of it, have now ordered it into operation. In consequence of the dockyards being shut up on Saturdays, the apprentices are unemployed on those days, and are thus exceedingly liable to be led into habits of idleness: to prevent which, and at the same time afford them practical information in their profession, a qualified person, approved of by the Admiralty, is to be employed to instruct them on Saturdays in subjects connected with their profession. The course of study is to consist of writing, arithmetic, drawing (that is, as far as regards the lines of a ship), laying off on the mould loft floor, and such other things as tend to promote the knowledge of the art and mystery of ship-building. Examinations are to take place periodically before the officers of the yard, and small premiums awarded to the most proficient. From this combination of theoretical and practical instruction, considerable improvement may be anticipated in the mental capacities of these embryo shipwrights; for by such arrangements only are we to expect perfection in this department of British safety—I mean her wooden walls.

The works at the new packet station, Hobb's Point, up this haven, are in a rapid state of progress towards completion. The agent's house is being finished plastering, the inn has attained the height of the first story, the stables are covered in, and the pier, coal-yard, dock, storehouses, offices, &c. are finished. As soon as the new line of road is passable—at which a son of Mr. M'Adam, of *highway* notoriety, is now occupied in directing—the whole of our packet establishment will be removed hence. Captain Bevis, R.N., the agent for packets at this port, has just been appointed agent to the Holyhead station vice Goddard, resigned.

The Pembrokeshire United Service Club purpose giving their annual ball and supper on the 28th inst. The affair is expected to be of a splendid character, as the arrangements proposed are of the most extensive nature. This club, although in its infancy, bids fair to prove a source of much amusement to the numerous naval and military officers on full and half-pay throughout the country. Here the old and experienced, after having "many a time and oft" endured the inclemency of the "pelting and pitiless storm," can meet the juniors in the profession, and tell them of "deeds of glory" and of "battles lost and won," and thus excite them to acts of heroism and valour, for which the United Services have ever been justly celebrated.

"And oh! may our life's happy measure
Be all of such moments made up;
They are born on the bosom of pleasure,
They die midst the tears of the cup."

G.

Sheerness, 21st January, 1836.

MR. EDITOR,—On the 27th ultimo, His Majesty's sloop *Racer*, 16, Commander Hope, anchored at the Nore, from the West India station, and on the following day came into harbour to be docked and refitted, having been aground on the coast of Labrador. On the 28th, the *Fairy*, Surveying Vessel, arrived from Woolwich, in tow of the *Lightning* Steam-Vessel, her Commander having been ordered on the Court-martial intended to be held on Commander James Hope and Mr. Edward J. S. Couzens, Master, for running His Majesty's sloop *Racer* ashore on the Labrador coast. The court assembled on the 30th ultimo, consisting of Vice-Admiral the Hon. C. E. Fleeming, Port Admiral, President; Captain Sir James A. Gordon, of the *Chatham* yacht; Captain Alexander Ellice, of His Majesty's ship *Howe*; and Commanders Robert Craigie, of His Majesty's sloop *Scout*; and William Hewett, of His Majesty's ship *Fairy*; Edward Twopeny, Esq., officiating as Deputy Judge Advocate, and proceeded to call the necessary witnesses for the prosecution: from whom it appeared that no cast of the lead had been taken during the half hour previous to the vessel striking; from which circumstance, we conceive, the court deemed it necessary to give a slight admonition to the said Commander, James Hope, of the above sloop. The *Racer* has since been thoroughly refitted, and sailed on the 16th inst., on her return to the West Indies.

On the 27th ultimo, His Majesty's packet barque *Ranger*, Lieutenant J. H. Turner commanding, having been newly fitted out, and furnished with every convenience for passengers, sailed from this port for Portsmouth and Falmouth. His Majesty's ship *Vestal*, 26, Captain William Jones (c), arrived at this port on the 7th instant, and on the following day went into dock to repair the damage done by touching the ground on the 26th July last, near the island of Tortuga Salada, off La Guayra, in South America, where she remained for twenty-six hours, fortunately, however, with the loss of but a few feet of false keel, all her guns, stores, &c. having been recovered by the unremitting exertions of a crew but lately attacked with yellow fever. As usual, a Court-martial was held on her Captain and Mr. John Yule, Master, for their conduct on the above occasion; but both officers were acquitted of any blame, the court attributing her running on shore to a strong and

unknown current not laid down in any of the Admiralty charts. The *Vestal* has been refitted, and now lies in the basin nearly ready for sea; it is understood that she is to return to the West Indies, to complete her period of service in commission.

On the 19th, arrived His Majesty's packet *Pandora*, Lieutenant W. P. Crooke, and yesterday was taken into dock, having been ashore. Orders have arrived to pay her off for recommissioning, it is said, for service on the coast of Africa.

We have the following ships in commission in the Medway:—

At Chatham—Chatham yacht, Captain Sir James A. Gordon, K.C.B.; Terror bomb, Commander Edward Belcher; Alert packet, Lieutenant Norrington, sailed 20th instant for the Nore.

At Sheerness—Howe, 120, Captain Alexander Ellice, nearly ready to receive her ship's company; *Vestal*, 26, Captain William Jones (c), in the basin; and Scout, 18, Commander Robert Craigie, about to sail for the East Indies; and the *Pandora*, packet, in dock, under orders to be paid off. The *Hercules*, 74, demonstration ship, has been brought down from Chatham; and the *Blenheim*, 74, has been taken into dock, and the *Poictiers*, 74, into the basin, to be rigged, and fitted for service.

I am, Sir, your very obedient Servant,

B.

P. S. The Speedy cutter, Lieutenant Douglas, has been completed, and sailed for Portsmouth.

REVIEWS AND CRITICAL NOTICES.

THE MORALITY OF THE MILITARY PROFESSION.

A LECTURE DELIVERED BY W. J. FOX;

(Being the fourth of a Course on "Morality, as modified by the various Classes into which Society is divided.")

THE author of this Lecture, which is published in the form of a pamphlet, will, we fear, think he has but a bad chance in being reviewed in a military periodical. His opinions are certainly in nowise such as are likely to be popular with the members of either service. We will try how impartial we can be in expressing our opinion of his remarks on a subject in which we confess ourselves deeply and affectionately interested. It is, however, difficult for us to throw off all feelings of indignation at finding a profession which we have hitherto looked upon as the glory and the prop of our country, coolly laid down by this dreaming enthusiast as "inconsistent with the principles of Christianity and the dictates of pure morality." We will however proceed to examine, as calmly as we can, the different reasons he assigns for coming to so monstrous a conclusion.

The principal fault we have to find with Mr. Fox, in his examination of his subject, is his standing on too high a ground for the discussion of any human institution whatever. In the Utopian scheme of society, which he seems to have formed in his own mind, he has laid down the following as an axiom; viz., that the military profession is one which ought not to exist. In a perfect state of society, we are well prepared to allow this to be a fact; but in that case we should equally extend our views to other occupations, which owe their existence to the imperfection of our nature. In such a state of society there need certainly be no army; but at the same time we could easily spare the whole of the profession of the law—a class who may truly be said to eat the bread of contention, and to live

upon the crimes of the community. Neither would it be necessary for us, in such a happy commonwealth, to have a paid clergy, a magistracy, a senate, or statesmen, nor even need the lecturer on morality lift up his voice! It is not the business of the moralist, to amuse himself with visionary ideas such as these; it should be his aim to adapt the necessary institutions of his country to the dispositions and wants of his generation, *as it is*; endeavouring so to mould them as to be least injurious and most useful to society.

Mr. Fox commences his examination by an allusion to the strong appeal to the senses produced by the pompous paraphernalia of military display, and complains greatly of the encouragement which the child, whose fancy is deeply absorbed by such objects, receives from all around it,—from the nurse and mother in its infancy, to the poets, historians, and even divines, whose vivid descriptions of military glory are perused with avidity in boyhood and in youth. He then proceeds to bring forward in review the (few) advantages which his prejudice will allow to the profession of arms, but only for the purpose of overwhelming them by a formidable array of evils which he represents as arising from it; all of which we will briefly touch upon in turn.

To save space, we shall merely enumerate the heads of his list of advantages to be derived from the military profession, and which are, after all, but negative; only affecting the individual as a member of the body, or the body itself considered as a piece of curious mechanism; but in no degree will he allow that the army has ever been of service to the state; at least, as he does not enumerate such a conjecture among his *advantages*, we may fairly conclude that he does not admit the fact. The advantages of the military profession, according to Mr. Fox, are the following:—

1st.—“That it exhibits to us the most obvious and extensive species of co-operation—of human combination—that is brought under our notice.”

2nd.—“That it shows us the physical education of humanity carried on more systematically, and with more evident result, than we can trace anywhere else.”

“A 3rd good is the patience and endurance which a military man, especially in protracted warfare, is enabled to acquire.”

4th.—“I would mention, as a further good, the promptness of apprehension, of decision, of action which belongs to the military man, and which distinguishes his avocation.”

5th.—“Further we admire, in the records of military adventure, that sudden transition, of which there are so many instances on record, from the fury of the most hot-blooded conflict, to feelings and actions of mercy and generosity.”

We give the last paragraph on the favourable side of the picture entire:—

“We also admire, in military life, the instances of devotedness, which not unfrequently occur. There is something altogether in the profession which gives us the sensation of its being less sordid than many other pursuits. It contemplates much less than almost all others do—the mere amassing together of wealth. There is something which, whether truly or falsely, gives us the impression of a more fine and lofty purpose; and eminently must we feel this in instances where life is sacrificed—sacrificed not merely with a chance, but with something like a distinct foreknowledge of the result: where we see men rushing onwards towards the breach in which they have every reason to believe that they shall leave their own bodies for their comrades to pass over to the more successful attack: or, as happened at the commencement of the last war, when a vessel goes down, its entire crew refusing quarter, and reiterating their shouts as they descend into the mighty tomb prepared for them. These are illustrations of human grandeur, to which it becomes us to do reverence.”

Mr. Fox then proceeds to take a view of the system of education pursued with regard to children destined for the army. We object strongly to this part of the lecture, and protest against it, as being founded entirely on false suppositions. After saying, “I take my notion of the appro-

priate education for a military life from what is probably the best authority in the language,—I mean the ‘Essays on Professional Education’ of the late Mr. Edgeworth.” He gives us a detailed, and generally a sensible critique on that gentleman’s system. Now we can have no objection to his abusing Mr. Edgeworth’s opinions, but we are not prepared for his assuming them to be those of the nation at large, and as in continual practice with those whose sons are intended for soldiers. We venture to assert, that few people will go the same length as Mr. Edgeworth, in the fanciful system which he holds up for imitation under those circumstances. In many of Mr. Fox’s strictures on this system we heartily concur, and we are sure that all mothers will be on our side in strongly reprobating, with Mr. Fox himself, the following maxims:—

“And what are the influences to be employed on the boy when emancipated from the direction of the mother, and from the restraints of the family? He is, we are told, at an early age to be separated from these * * * * and the love of home, which may be so properly cherished in those who have different occupations, is to be kept down with him, because it would only become an annoyance. He is to be isolated from those bonds which, if they restrain, have only the restraint which arises from kind and affectionate feelings. He is not to have strong in him that realization of the deliciousness of home, which is the only basis of a rational determination to conflict for the sake of men’s homes, and their preservation from invasion and spoliation.”

It is surprising that a parent should have given utterance to these sentiments, and that a philosopher should spoil a good cause by such injudicious precepts as these, and others which we will not notice. And we do not notice them, because we assert again, that Mr. Fox, in combating these private opinions, is not combating the utility or morality of the military profession, but merely a system of education existing in theory alone, and, we venture to say, unconcurred in, save by few. We cannot refrain, however, from holding up the following sentence to the notice of the reader. The author still speaks of Mr. Edgeworth’s system:—

“At a more advanced period he is to have the lesson of aristocracy graven on his mind: he is at least to learn that his avocation is that of a gentleman; that it connects itself with the order of rank in society, without any regard to the utility of that order, but looking at it as an arrangement according to what may be almost presumed a difference of species.”

This is a malicious and mischievous remark. Mr. Fox must know that Mr. Edgeworth, who (he informs us) was a “man of large and liberal views,”—“at once a philosopher and a man of the world,” could not have intended the word *gentleman* to be understood in so absurd and vulgar a sense, but in one, perhaps, approaching to the following definition;—viz., a well-educated and honourable man, upright in principles, and courteous in manners. The sense which the author of the pamphlet would give to the word is conceived in the most furious and jealous spirit of Radicalism.

We now come to the examination of the regulations of the military profession: we give the author’s words:—

“I come now to the regulations under which the military profession is exercised, and which render it one of such unmitigated slavery, especially to the inferior portion of the army, as is incompatible (for all slavery is incompatible) with any true or sound morality. It is to me a most objectionable circumstance, that a soldier is devoted to his avocation by an oath. Oaths are objectionable in almost every mode of their imposition; objectionable, even when they only relate to the past, and are employed to certify the truth of its events: yet more objectionable, when they relate to the future, and constitute a binding of the will and conduct for futurity; and most of all objectionable, when that obligation not only fetters the will of the individual, but binds it to the will of another, to which his own is to be in perpetual subjugation. The oath taken by the recruit runs thus:—I do also make oath that I will be faithful, and bear true allegiance to his Majesty, his heirs

and successors, and that I will, as in duty bound, honestly and faithfully defend his Majesty, his heirs and successors, in person, crown, and dignity, against all enemies: and will observe and obey all orders of his Majesty, his heirs and successors, and of the generals and officers set over me: so help me God."

The author then puts a case to prove the absurdity of this oath. He supposes a soldier to have been enlisted and sworn to fidelity under King James II.: he supposes this soldier to have lived through the succeeding reigns of William III., Anne, and George I.; to have renewed the oath with each reign, and, lastly, to mount guard at the execution of the companion of his boyhood, who he supposes has been brought to the block for being concerned in the rebellion of 1715 or 1745, having scrupulously adhered to his oath of fidelity to James, his *heirs and successors*!

We do not see the same difficulty which Mr. Fox does, however, in the case which is here put. When James was deposed by the act of the nation he was no longer king, and the soldiery were no longer in his service. The words "*his heirs and successors*" seem very plainly to indicate those sovereigns who succeed to the throne according to the order of succession established by law. This technical and trivial difficulty (if difficulty it can be called) might be easily got over by a slight change in the wording of the oath. The necessity of any oath at all is another consideration, and we are inclined to agree with the author in rejecting it. We would, however, substitute for it a contract or agreement of some sort. *He* does no such thing; he objects to the "binding of the will and conduct for futurity," and would, therefore, no doubt, let the soldier have the power of declining to mount guard, or to march, on a wet morning, or of knocking down his colonel in a tiff, with perfect impunity. Mr. Fox would do well to recollect that a contract for the due performance of an engagement is a matter of every-day occurrence in civil life (as exemplified in apprenticeship, and many other instances), and one without the existence of which his own cook might walk off with her quarter's wages in advance, to the great annoyance of Mrs. Fox, and the manifest disturbance of his own equanimity.

We give here another extract:—

"The recruit not only swears to obey royal orders, but those of the generals and officers set over him. Methinks, in a free country, it is scarcely a desirous form of oath to be imposed on the armed portion of that country, that they should submit even to royal orders, without any restriction whatever on behalf of public right. There is no mention whatever of the people in the oath; they are all passed over as if they were no more than the hordes of Russians, in the personality of whose Czar is contemplated all power and majesty. But while the nation, the supreme authority from which the King himself holds derivative dignity, is entirely lost sight of, a subordinate agency is kept in view, and he swears to obey all orders of his generals and officers. It may be said that the word *lawful* is understood here. How is the poor ignorant peasant, who is brought up to make the deposition, to know that there is any such implication? Nay, how do you and I know it; or in what way could any man safely act upon any such interpretation? I fear it would not save the soldier from being shot, who, being commanded to do an act even that he clearly saw was wanton devastation, should refuse to do so because he deemed the order to be unlawful."

Mr. Fox is wrong in supposing the word *lawful* to be merely understood: true, it is not mentioned in the oath (which perhaps it should be), but the Articles of War, which are read to the troops every quarter, contain these words:—"Any officer or soldier who shall disobey the lawful command of his superior officer shall," &c.

This tremendous engine, therefore, of implicit and blind obedience, which our author represents as "without any restriction whatever on behalf of public right," is but a phantom, without substance or reality, which he has conjured up to rouse the dread and jealousy of his hearers. We recommend to the notice of the author of "Military Morality" the

following extract from the work of an esteemed writer on military law, as tending to confirm what we have just advanced:—

“So general is the rule, that the orders of a superior shall be imperative on the military inferior, that it will not admit of exception, unless in the case when the orders, or, more accurately speaking, the things commanded to be done are directly repugnant or contrary to law. In the case only when the orders would afford no legal excuse in a court of law for the act committed under them, can the inferior question or hesitate to obey the commands he receives from his superior; such, as if he were directed, in a moment of delirium, by his officer, to fire on a peaceable and unoffending by-stander, or, if such a thing could be supposable, to plunder the property, or commit, or assist in committing, some personal injury on a fellow-subject.”—(Samuel.)

Mr. Fox next attacks some of the details of the Mutiny Act and Articles of War: he says—

“There are no less than nineteen distinct actions specified as subjecting the soldier to capital punishment, the court-martial being the means of carrying it into effect; one of which actions is relieving an enemy with money or victuals. That is to say, it is death in the army to be of the opinion of the Apostle Paul, that if our enemy hungers we should feed him.”

The history of warfare exemplifies the above beautiful precept of St. Paul in a thousand “actions of mercy and generosity,” and in the care and good treatment of the sick, wounded, and captives. As Mr. Fox, in the early part of his lecture, has admitted this fact among the *advantages* of the profession of arms, he had better, for consistency’s sake, have left the above passage unsaid. It were easy, on scriptural grounds, to refute this foolish assertion, by reference to our Saviour’s parable of the good Samaritan, in which we are taught whom to consider as our neighbours. Assuming our countrymen to be our *neighbours*, we think that every one but Mr. Fox will allow that, to protect and relieve the enemies of our neighbour, where such assistance will tend to the betrayal of his cause, which he has committed to our defence, would be as contrary to religion and the above precept of St. Paul, as it is to all principles of honour and fidelity.

Our author proceeds briefly to touch upon the various penalties enumerated in the Articles of War. We pass lightly over the subject of corporal punishment, which has been so often attacked and defended. It is a powerful engine of discipline, though admitted even by its supporters to be an evil; and we are not without hope that an improvement in the composition of our service may one day enable us to discontinue it with safety to the state. There is another regulation which is justly denounced by Mr. Fox as a blot on the service: it has given great hold to the enemies of the Army, and must tend powerfully to the depreciation of the profession: we allude to articles 41 and 42 of the Articles of War, which declare liable to the penalties of disgraceful conduct any soldier who maims himself or destroys his sight, with the view of rendering himself unfit for the service. We deeply regret that this enactment should have been found necessary. On the return of the army from Egypt, attempts to produce partial blindness, with a view to discharge and pension, prevailed to a great extent amongst the troops; and, unfortunately, cases have occurred in which madness, discontent, the spirit of malingering, or even love, have led to the commission of this act of desperation, but they have not, for some time, been of sufficient frequency to call for a special clause so calculated to be mischievously interpreted. It has led many people to suppose that soldiers are in reality what Mr. Fox represents them to be, viz., in a state of “*unmitigated slavery*,” and ready to adopt any desperate measure to make their escape from it. Every one that has had an opportunity of judging of the temper of a well-organized regiment, knows that a soldier is, as he has reason to be, a particularly cheerful and

happy member of society. Exceptions there doubtless are; but we know that there are men of a dissatisfied turn of mind, to whom no condition of life, no occupation, or even no degree of comfort could afford contentment. A military subordination is no slavery: strict as it is, it admits, nay, encourages appeals for redress of grievances, through all the different grades of authority to the chief power; and it is well known that, when such appeals occur, they are rigidly inquired into, and impartially disposed of. No civil court of justice is so favourable to the prisoner as a court-martial; in no other are the depositions of witnesses taken down in writing; in none are practised the frequent adjournments so excellent in the prevention of lassitude and carelessness; and in no other court is the sentence null till confirmed by a superior authority: that authority being, in cases of general courts-martial, no other than the king himself. All these delays in the final promulgation of the sentence seem favourable to a correct and just decision, and more so than permits the unintermitted fatigue of body and mind attendant on a long civil trial, in which evidence is taken and summed up, the verdict considered, (all perhaps at great length,) and, finally, the sentence passed, in the course of one long day.

We fully agree with Mr. Fox, in his opinion of the illiberality of that clause in the Mutiny Act precluding negroes purchased to serve in his Majesty's forces from the pension granted to other soldiers. But we must stop here; we cannot follow him in his tirade on the necessary immorality of those who engage in the military profession. The habitual intemperance of the British soldier is a fault which we can neither deny nor defend; but we are prepared to combat the notion that such a vice is inseparable from his professional position. Drunkenness is the vice of *the nation*; and before it can be eradicated in the army, progress must be made towards a diminution of its prevalence among the whole of the lower classes of society. Much might be done for the army by a change of the system of recruiting, by raising the social position of the soldier, and by a more liberal application of rewards, and suitable advancement.

After thus enumerating, with more or less blame, the different regulations of the service, Mr. Fox tells us that this "fearful machinery" is directed to the "shedding of blood, and the scattering desolation over a land;" thus appearing to wish to propagate the idea, that the horrors of a state of war are mainly to be attributed to the existence of the army as a profession. The reverse of this seems to be the case. It is in order to avert these calamities from our native land that we keep up a permanent force. To what is our happy ignorance of these horrors, amid the many threats of invasion held out by the pride and envy of our foes, to be attributed, if not to the bold and majestic military attitude which our national defenders, by sea and land, have enabled us to maintain, and which has rendered unavailing the mightiest preparations and the boldest attempts?

The licentiousness of "all ranks of an army" is a favourite subject with our author. The permanent residence of the military is said to be of bad effect on villages and small towns. The army has its share of vice to answer for; but we are not prepared to allow that the standard of morality is much higher in civil life. Whoever looks at the police reports will see thousands of instances of the most heartless depravity, which prevent our entertaining a very high opinion of the morality of the metropolis; and the evidence lately collected by the Poor Law Commission does not permit our forming a lofty notion of the purity of our Daphnes and Corydons in the country. We allow, however, that anything which adds to the denseness of population will tend to a relaxation of morals: in this sense we will grant, to a certain degree, the evil influence of a regiment on a country village, being fully persuaded, however,

that the establishment of a manufactory would produce an infinitely worse effect.

The demoralizing influence of warfare on an army (advanced by Mr. Fox) may be true to a certain extent. We do not pretend to deny the evils of war: we are asserting the utility, and are upholding the character of the military, as a *profession*; and we may safely conclude that influence to be of less evil effect on a disciplined body of *professed* soldiers, than on a force such as he afterwards proposes, raised on an emergency and in haste, without habits of discipline or subordination.

We do not clearly understand the following passage. If we do, it appears to contradict the author's previously-expressed opinion of the *un-sordid* nature of the profession:—

"The circumstances of those who, without property or adequate income (and this is the case with the great majority of the profession), are yet expected by others, and feel it incumbent on themselves, to sustain a certain position in society, cannot but be most trying to all moral qualities. Hence arise some of the severest temptations to those departures from honesty and honour which are held, and deservedly, in reprobation. Is it wise to place large bodies of men permanently under such temptations?"

Having stated "that the leaning of the most intelligent and liberal members of the profession too often is towards *despotism* in civil life;" (a statement which we only notice for the purpose of giving it a flat denial, to substantiate which numerous examples are not wanting,) the author proceeds at once to exclude its members from either branch of the legislature. But it is puerile to assert that a man of sense, who knows the necessity of military subordination to the safety of the state and the peace of society, must necessarily wish to extend the principle to the organization of civil society.

Having now touched upon most of the prominent points of the pamphlet, we come to the conclusion that Mr. Fox has written himself into a dilemma. He does not deny that "the use of arms may be justifiable, individually or nationally, for the purpose of self-defence, or even for *striking a blow on more remote grounds, to preclude the necessity of a less advantageous defence*;" and yet, if we turn back, we find that he has abolished the military profession! What then does he do? Why, to reconcile these conflicting statements, he recommends a conscription, "taken fairly from all classes, and exercising its rigid impartiality over the highest and the lowest ranks;" a conscription requiring of them all that they shall be able, when the season arrives, to do their share towards the protection which the violence of others may render necessary; that is, a conscription which is to include among its number ready-made generals, staff, artillery, engineer and regimental officers and non-commissioned officers, besides a well-trained body of men, the whole available, at a moment's notice, for the defence of the kingdom, or even "for striking a blow to preclude the necessity of a less advantageous defence;" or, in other words, for taking the field in an enemy's country. And besides the absolute want of experience of all ranks, he will have no contract to bind his soldiers to a faithful discharge of their national duty, no "fettering the will of the individual!" Nay, he would reserve for them even (see page 29 of the Lecture) the power of declining to engage in a war they may deem unjust, as well as the liberty of assisting their country's foes with money and provisions. Does the author think that an armed mob such as this would be anything but a curse and a terror to those whom it is intended to protect? or rather (which seems the most likely of the two), did he think about it at all?

But even granting (for the sake of argument) the possibility of organizing an army without officers, without subordination, and with the free

liberty of dispersing when agreeable, it must be evident to all, that such a conscription would be, in a commercial country, an intolerable burthen. "The training of the entire population," which Mr. Fox recommends, could only be at all efficiently accomplished by the sacrifice to all of much valuable time; and the only apparent alleviation of this hardship—viz., the serving by proxy, would be the means of once more establishing our author's bugbear,—a body of soldiers by profession.

The greater part of this Lecture shows what solemn nonsense people can be guilty of, when they attempt to write down any human institution upon Utopian principles of imaginary perfection. The time is not yet come for the abolition of the military profession; and ere it does arrive, a great change must take place, both morally and politically, in the state of mankind. At present, it is certain that peace can only be maintained by a readiness for war; which readiness cannot exist unless the art is kept alive by study and practice.

LUNAR TABLES, BY WHICH THE TRUE DISTANCE IS OBTAINED FROM THE APPARENT ALTITUDES, AND THE USUAL TRIDIOUS PREPARATIONS AVOIDED, PREVIOUS TO CLEARING A LUNAR DISTANCE. BY MRS. TAYLOR.

This is a neat and convenient edition of the tables which we briefly described to our readers, in our Number for January, 1835. We have, therefore, now merely to add that, since we commended the efforts of the authoress towards the improvement of nautical astronomy, the Admiralty and Trinity House have extended their patronage to her productions, and that Government has bestowed a handsome pecuniary reward upon her.

The present edition is neatly printed; and he who wishes to avoid the turmoils of parallax and refraction may congratulate himself on getting that aid for half-a-guinea, which, if he would have derived from Margett's plates, must have cost him exactly ten times that sum.

We hear that Mrs. Taylor has been appointed an agent for the sale of the Admiralty charts, and has opened a house for that purpose, at No. 103, Minories, where also, a nautical and mathematical academy is established. We hope the talents and industry of this lady may be attended with full success.

A DIARY OF THE WRECK OF H.M. SHIP CHALLENGER.

The details of a very remarkable incident in our naval annals, as described in this modest narrative, are highly interesting and instructive both to the professional and general reader. To the former it offers a noble precedent for the undismayed and successful exercise of zeal, skill, courage, and discipline under circumstances the most adverse and discouraging—to the latter it exhibits in characters not to be doubted or mistaken, the true genius and capacity of our naval service. Nor are these the only points of interest in this Diary. The information it affords of a tract and a people long celebrated, yet little known to Europeans—Arauco and the Araucanians of Southern Chili—will prove acceptable as far as it goes; while the fatal experience, and consequent observations of the coast and currents on that portion of the western shore of South America which proved the scene of the Challenger's wreck, will be found practically useful to the navigator. We should recommend the circulation of this narrative, or an abridgment, through the service.

THE SOLDIER'S HELP TO DIVINE TRUTH. By the Rev. G. R. GLEIG, M.A.

Since Mr. Gleig's appointment to the Chaplaincy of Chelsea College, he has laboured assiduously, and with marked success, in the vocation to which

he has been called. Conversant with the character and the habits of soldiers, he has endeavoured, in the discharge of his clerical functions, to address himself to those peculiarities by which the military order is distinguished; and, by a judicious adaptation of the means to the end, has signally succeeded in winning the respect and fixing the attention of the veterans, of whom he is at once the pastor and the friend.

The volume now before us comprises a series of appropriate Discourses delivered by Mr. Gleig, in the Chapel of the Royal Hospital, and dedicated "To the Officers and Soldiers of the British Army, as well such as continue to be actively employed, as the not less honoured band who, after devoting the best years of their lives to their country's service, have returned to the rank of private citizens; and, above all, the inmates of Chelsea Hospital." This dedication may well be met by an attentive perusal of the proffered Discourses, which comprise doctrines as remarkable for their professional fitness as for their intrinsic soundness and perspicuity of language. The author justly observes in his preface, "I have laboured to convince my military readers, that to them, more than to all other classes of persons, a deep yet a cheerful sense of religion is necessary; for the soldier's life hangs continually by a single hair. In peace he is liable to service in all climates,—in war the sword of the enemy is for ever at his throat: what must that man's feelings be, if the monitor that is within tell him that from God he is and must be an alien? So also, with reference to the retired veteran, my object has been to draw him into a sober and serious consideration of all that God has done for him, throughout a life of constant trials, and dangers, and difficulties."

* * We regret that our limits preclude us from extending these notices in our present Number.

NOTICES TO READERS AND CORRESPONDENTS.

The question of our Manchester Correspondent, respecting the successor to the command of the Allied Army, in the event of the Duke of Wellington having fallen at Waterloo, is not easily decided. Had the army been composed of British troops only, there could have been no question on the subject. The Prince of Orange and Lord Hill stood in the next degree, and one or the other would, in all probability, have succeeded to the command. The point, we fear, must still remain a "disputed case."

"Fusee" will, we think, see with satisfaction, in our present Number, that his strictures were uncalled for.

We really cannot satisfy the inquiry of "Classicus." The signature in question is probably a mere *capriccio*.

J. M., in reply to "Britannicus," is unfortunately too late for this Month.

We meant "Philo-Zisca" to understand that the "Further Remarks" alluded to were approved. With respect to his three queries, we do not at present see any reason why the topics enumerated should not be treated in the light in which, as we conclude, he proposes to view them.

"A Young Reader" shall be replied to in our next.

We shall be happy to see more of Lieutenant W.'s Journal, when we shall be better able to judge.

If we can manage the signature for G., we shall do so.

W. H. H. does not exactly meet our meaning: he shall hear from us.

Many communications are postponed for want of room.

EDITOR'S PORTFOLIO;
OR,
NAVAL AND MILITARY REGISTER.

—
AFFAIRS AT HOME AND ABROAD.

PARLIAMENT assembles for the despatch of business on the 4th instant. The interests at stake in the forthcoming Session involve the stability of the state, and the future welfare of the British people. We exhort our comrades of the United Service who have seats in the House, to occupy them promptly and perseveringly, as they would seize and maintain the post of honour in the discharge of professional duty.

There is no department of our varied vocation which we more painfully fulfil than that of necrology. To record, month after month, the flight of those spirits whose achievements shed lustre on the combined professions, and whose qualities and association bound them to their friends by the strongest personal ties, is a dreary and ungrateful office, to which we are only reconciled by the power and the practice of doing justice to their memories. It is with such feelings that we record, this month, the soldier-like career of the late Sir William Inglis, than whom no better nor braver man existed. In the memoir which we offer will be found ample proofs of this assertion, and the testimony of our individual experience will be confirmed by that of many an associate in peril and privation who honoured and lament their late single-minded chief.

While on the subject of death, we may be pardoned, perhaps, for offering a passing tribute to one, suddenly numbered with the dead, who, though neither a sailor nor a soldier, possessed qualities to recommend him to both. Mr. Walker, a Police Magistrate of the metropolis, and author of 'The Original,' an admirable little weekly work, something in the manner of Addison's papers in the Spectator, was lately found dead in his bed at Brussels. To those who, like ourselves and an attached circle of friends, had so recently enjoyed his society, and looked forward to his immediate return for a renewal of that enjoyment, a party having been actually fixed to meet him, the intelligence has proved truly startling and afflicting. As a real philanthropist, guided in all his actions by a straightforward principle and a sound understanding; the author of 'The Original,' and of many practical essays on the state and management of the British poor, has established an honourable reputation for himself, both as a magistrate and a writer; while the gloom thrown over his intimate associates, and his usual haunts, by the unexpected tidings of his loss, affectingly attests the personal estimation in which society held the late Thomas Walker.

The Court-martial held at Glasgow, upon Captain W. J. Clerke, of the 77th Regiment, upon charges trumped up against him by Captain Raines, of that Regiment, has terminated in the general and honourable acquittal of the former officer, after a patient and searching investigation, which reflects credit upon one of the most competent and conscientious Courts that ever sat. The only circumstance in the alleged

conduct of Captain Clerke, to which this just and intelligent tribunal has thought proper to advert with any approach to reprehension, is the having thoughtlessly, and without any malicious intention, scribbled some doggerel verses, founded on reports perfectly notorious in the Regiment, and which did not originate with him,—for which indiscretion the Court very properly admonished the prisoner. It is, however, but justice to Captain Clerke to state the circumstances, as shown in evidence, under which this heedless act was committed. The lines, in which no name was introduced, were written six months before, in the presence of a brother officer, who, contrary to Capt. Clerke's expressed desire, showed them to *two* others; beyond this they never circulated, and in a few hours after their composition were burned, and would have remained utterly forgotten, no copy having been taken, had they not been raked up from oblivion by a viper, professing to be the bosom friend of the party supposed to have been referred to! Having very attentively considered this case, and being in possession of every fact and particular connected with it, we are tempted to repeat our just sense of the patience, discrimination, and accurate interpretation of the evidence and bearings, both military and moral, of these proceedings evinced by the Court; which has proved the perfect competence of a martial tribunal to unravel intrigue and conspiracy however deep-laid, to dissipate prejudice however cunningly created and unduly fostered, and to award, "according to their conscience, the best of their understanding, and the custom of war in like cases."

In commenting upon the conduct of the prosecutor, Captain Raines—a party, it appears, not inexperienced in the getting up of charges against a brother officer, upon grounds originating in a similar source, though of a somewhat graver degree,—as well as respecting his worthy coadjutor, Assistant-Surgeon Munro,—the Court thus expresses itself:—

"Having discharged its duty, as far as respects the prisoner, the Court cannot avoid expressing its decided opinion, that the prosecutor was not justified in having preferred charges of so serious a nature against the prisoner, being unable to substantiate them by evidence; and that, with regard to the first and fourth charges, his conduct is still more reprehensible, as the apology accepted by him on the 12th August ought to have been considered by him as a final settlement of the matters contained in them.

"It feels also bound to animadvert most strongly on the language and epithets made use of by him in his rejoinder, in alluding to the prisoner.

"The Court cannot close its proceedings without calling the particular attention of the General commanding in chief to the conduct of Assistant-Surgeon Munro, as shown by the evidence brought before it. It is of opinion, that the whole of these proceedings have originated in the desire of that individual to create a serious quarrel between Captains Raines and Clerke, in pursuance of which object, he, in an underhand manner, reported to Captain Raines, that the story mentioned in the first charge had been repeated by Captain Clerke: his conduct in doing so, being the more unbecoming, as he must have been aware that the reports, which had been for some time in circulation in the regiment to the prejudice of Mrs. Raines, had been founded principally, if not entirely, on stories told by himself, (Assistant-Surgeon Munro,) as shown by the evidence of Lieut. Powell and Paymaster M'Kenzie. For this reason, and also considering his conduct, in telling Lieut. Powell that Mrs. Raines had made a certain communication to him, and afterwards denying on oath before the Court that such communication had ever been made, added to the baseness of, under any circum-

stances, informing Lieut. Powell of that which, if true, he could only have learnt in his professional capacity, or in the strictest confidence, and was equally bound by every obligation of honor to conceal, has been in the highest degree disgraceful and dishonourable to him; the Court feels it its imperative duty to direct, that he (Assistant-Surgeon Munro) should be placed under arrest, until the decision of the General commanding in chief shall be made known."

Owing, we conclude, to the delays or blunders of the Judge Advocate's department, Captain Clerke, though acquitted of the charges preferred against him, has been punished, as if guilty, by a close arrest of nearly six months, both before and *since* the promulgation of the sentence. Mr. Cutlar Ferguson, if we mistake not, has had, in his own person, some experience of imprisonment, albeit profoundly unlearned in the Law Military or the Code of Honour; and we marvel much that his right honourable recollections of Maidstone should not have created some sympathy towards an unconvicted associate in the pains of durance vile. The office of Judge Advocate General, at present so incompatibly filled, halts miserably in its functions, which demand a combination of integrity, intelligence, and practice, seldom found in the mere partizan of all work. We may take an early opportunity of resuming this subject, of discussing its details, and showing that it is not the chance tool of party, however disqualified by ignorance or stigmatized in character, who is competent to advise and decide judicially upon questions vitally affecting the interests and the honour of British Officers.

We now await an expected intimation to the convicted parties, Messrs. Raines and Munro, as to their future destination; for in the 77th Regiment they cannot of course remain. Even since the trial the former has been endeavouring to scatter fresh firebrands in that once distinguished corps, which, we fear, cannot hope to recover its high and well-won reputation, while it remains under the command of so unpopular and inefficient an officer as Lieutenant-Colonel Bradshaw.

Erroneous versions of the sentence of the Court-martial held on Commander Hope of the *Racer*, on the 30th December last, having appeared, we are enabled to give the following correct copy of that document. We also avail ourselves of this opportunity of stating that Captain Hope, in his defence, took occasion to correct a mis-statement which had appeared in the papers, attributing the ship's being got off to the assistance of a party of Indians, and to a high tide; the fact being, as Captain Hope stated, that this result was solely owing to that portion of the officers and ship's company that was with him at the time. The boats of the Indians were very useful, but not themselves.

"The Court is of opinion, that the cause of the said sloop so running aground, was that the shoal appears to have been unknown to the pilot, and the chart of that part of the coast with which the *Racer* was supplied being on an extremely small scale, and totally destitute of soundings, was therefore nearly useless; but the Court is of opinion that this being the case, the anchorage which the *Racer* was seeking ought to have been approached with more caution.

"It appears to the Court that the lead had been kept going for five hours previous to the ship's striking the ground, but that from inadvertence that precaution was omitted for a short time immediately preceding the occurrence; and the Court doth therefore adjudge the said commander, James Hope, to be admonished."

We are happy in being enabled to rectify, by the insertion of the following document, a misconception respecting the conduct of a meritorious officer, who lately fell at the head of his corps in India:—

Bellary, East Indies, May 17th, 1835.

SIR,—Having seen a paragraph in one of the Irish papers, reflecting upon the conduct of the late Lieut.-Col. Mill of the 55th Foot, who was killed at the head of his regiment, whilst storming a stockade in the Coorg territory, I shall be obliged by your giving insertion in your valuable Journal to the accompanying extract of a letter from the Right Honourable the General Commander-in-Chief.

I am, &c.

AN OFFICER of the 55th Regiment.

To the Editor of the United Service Journal, London.

Extract of a letter from General Lord Hill, G. C. B. to the address of Lord W. C. Bentinck, late Commander-in-Chief in India;

Dated, Horse Guards, 22nd October, 1834.

"The King deeply laments the loss of Lieutenant Colonel Mill of the 55th Regiment, who devoted himself most gallantly, but uselessly, to rescue the detachment to which he belonged, from defeat; but he is gratified to learn, that the conduct of the officers and men of the 55th Regiment, under circumstances of no ordinary difficulty, was highly praiseworthy.

(Signed) "HILL."

True Extract,

(Signed)

R. B. FEARON,
Acting Military Secretary, East Indies.

An association has been recently established at Gibraltar, bearing the title of "The Gibraltar Scientific Society," of which Dr. Burrow, D.D., F.R.S., is President, with a competent Council. The objects of this institution are similar to those of the parent and its affiliated societies at home, and, if pursued with judgment and spirit, as there is every reason to expect, may prove of much collateral as well as local utility. The establishment of this society has already had the effect of inducing Captain Shirreff, R.N., to refit his observatory, and resume his astronomical observations, which he had discontinued. The results will be communicated to the Gibraltar Society, and ultimately, we hope, by the latter to the Astronomical Society of London. We hope men of science in other departments may be similarly induced to shed their lights on the Rock.

We have latterly abstained from allusion to the contest in the north of Spain, because it presented no marked feature of novelty—and there has been nothing in the condition or movements of the British "Auxiliaries" to call for notice, or to justify the loud note of promise sounded at their departure from our own shores. To *speak* war, and to *make* it, are in truth very different operations; and we suspect our predictions at the outset of this expedition, are not very wide of fulfilment. The opinions of parties opposed in political bias concur on one point—namely, the extreme improbability of the Christinos succeeding without a direct intervention, which, we conceive, will hardly be resorted to in the existing state of Europe.

Our present purpose, however, is to make some allusion to a subject which must call for the execrations of all but those who, for their own ambitious ends, abet and protect the fiends by whom such acts are per-

petrated—we allude to the cold-blooded butchery of the chivalrous Colonel O'Donnell, and more than one hundred Carlists, prisoners of war at Barcelona. And this massacre was suffered, nay virtually aided, by the local authorities, and actually executed by the *National Guards*, notwithstanding the offer of the Captain of the *Rodney* (Captain Hyde Parker) to land a force of British marines for the protection of the unhappy prisoners, and the peace of the city. No—the pabulum of “Liberalism” is blood—its object rapine; and well were the atrocious exhortations of the fallen Mina carried into effect by the cowardly minions he had trained to assassination, but had shrunk from leading to do battle with the open foe. Such are the exalted champions of—“Liberty”—such are the patriots of whom British subjects are the hired “Auxiliaries.”

The following documents appear to us so creditable to all parties, and so encouraging to the Service, that we take the first opportunity of giving them insertion:—

Admiralty, 7th September, 1835.

SIR,—I am commanded by my Lords Commissioners of the Admiralty to transmit to you herewith a copy of a letter from Mr. Vail to Lord Palmerston, and I am to express their Lordships' approbation of your conduct, and the satisfaction with which they have received this testimonial of the manner in which your services in this matter have been appreciated by the American Government.

I am, Sir, your most humble Servant,

Commander Trotter,
17, Orchard Street.

(Signed) JOHN BARROW.

49, York Terrace, 3rd September, 1835.

Upon the receipt of the two notes which the Right Honourable Lord Viscount Palmerston, &c. did the undersigned, &c. the honour of addressing to him on 13th June and 6th July of last year, the undersigned hastened to communicate to his Government the information they contained respecting the apprehension by his Majesty's ship *Curlew*, on the coast of Africa, of several individuals formerly of the Spanish schooner *Panda*, on suspicion of having been concerned in an act of piracy against an American vessel. That information having been laid before the President, together with the report of the trial which led to the conviction of the individuals referred to by the Circuit Court of the United States sitting at Boston, the President has perceived with a lively satisfaction the motives by which Captain Henry Dundas Trotter, of his Majesty's service, then in command of the *Curlew*, was led to effect the seizure of the *Panda* and the gallantry and persevering zeal which characterised his agency and personal exertions in the pursuit and ultimate capture of the pirates. Impelled by a high sense of approbation of the conduct of that officer, and in justice to him individually, as well as to the service to which he belongs, the President has caused the undersigned to be instructed to express to his Majesty's Government the satisfaction he has derived from the gallant and praiseworthy services rendered by Captain Trotter on the occasion alluded to, and from the manifestation afforded by his conduct of the readiness of the officers of his Majesty's Naval Service to lend to general commerce on the high seas that protection in which the United States have so deep an interest, in common with all other maritime nations. In performing this pleasing duty, the undersigned, in further compliance with his instructions, has the honour to request that Lord Palmerston will have the goodness to communicate the sentiments thus expressed, on behalf of the President, to the Lords Com-

missioners of the Admiralty, and that they may likewise be made known to Captain Trotter himself.

The undersigned prays Lord Palmerston to accept the renewed assurances, &c.

The Right Hon.

(Signed)

A. VAIL.

Lord Viscount Palmerston.

Admiralty, 16th September, 1835.

SIR,—My Lords Commissioners of the Admiralty having had under their consideration your exertions while in command of the *Curlew* in the capture of the piratical schooner *Panda* and her crew, and the perseverance displayed by you in circumstances of extreme difficulty, and involving you in great personal responsibility, for which, and the protection thereby afforded to American commerce, you have received through his Majesty's Secretary of State for Foreign Affairs the thanks of the President of the United States, are pleased, as a mark of the sense which my Lords entertain of your conduct, to promote you to the rank of Captain in the Royal Navy.

I am, Sir, your most obedient Servant,

To Commander H. D. Trotter.

(Signed)

C. WOOD.

In 1806 or 1807 Thomas Nutter, of Sleaford, enlisted as a private in the 3rd Dragoon Guards, and served with that distinguished regiment through its arduous duties on the Continent, till he attained the rank of Troop Sergeant-Major. A few months since he retired into the quiet of private life, and took up his residence at New Sneuton, adjoining the town of Nottingham. His good conduct on all occasions gained him the respect and esteem of every rank with whom he served, and he has recently received a splendid chased silver cup, weighing 36 ounces, a gift from the officers of the regiment, to mark their sense of his meritorious behaviour. It bears the following inscription:—

“Presented by the officers of the 3rd Dragoon Guards to Troop Sergeant-Major Thomas Nutter, as a mark of their esteem and good wishes on his leaving the regiment, after a period of twenty-eight years' service.

“TALAVERA,
ALBUERA,

USAGRA,
SALAMANCA

VICTORIA,
TOULOUSE.”

The cup was accompanied by the subjoined letter of presentation from Captain Arthur:—

“Athlone Barracks, October 24th, 1835.

“To SERGEANT-MAJOR NUTTER, late 3rd Dragoon Guards.

“I regret that so long a time should have elapsed since your leaving the regiment and your receiving the small token of remembrance of your services and good conduct, during a period of twenty-eight years which you served in the 3rd Dragoon Guards, that the Officers who served with you, and myself as your late Captain, feel much pleasure and gratification in now presenting you with. It was purchased for you *immediately* on your retirement from the service, and it is my fault that you have not received it before. I expected to have an opportunity of sending it by hand, but am obliged to trust to a public conveyance. I hope it will reach you safe. It is a silver cup, with the names of those actions you have been in engraven on it. I dare say you will fill it to the brim, and drink to the bottom—to the health of the service and the 3rd Dragoon Guards! A corps which, I am sure, will never omit to mark, as they have done in your case, the sense they entertain of the good and valiant services of an able and faithful soldier.

“THOMAS ARTHUR, 3rd Dragoon Guards.”

The veteran remarked that “it should be treasured in his family; but if

at the close of life there was no one to whom he could intrust its preservation, he should bequeath it to the regiment in which he had served so long, and had been thus honourably remembered."

The following Course of Examination, required to be passed by Midshipmen, with the accompanying observations by Professor Inman, has been forwarded for general information to all whom it might concern :—

Each Midshipman is examined in the use of the sextant and azimuth compass, as follows, in obedience to strict orders from the Board of Admiralty, by letter of 17th July, 1829.

No. 1. The sextant is put into his hands, and he is required, after examination, to show that it is fit for use, with reference to the two main adjustments of the perpendicular position of the two glasses.

Remarks,—In No. 1, scarcely any fail much, as it is a thing to be learned on shore in a few minutes.

No. 2. He is then required, by measuring the sun's diameter on and off the arc, to ascertain the index error, or correction; reading off, of course, his measurements.

In No. 2, unless the Midshipman has done it at sea often, or been obliged to do it *himself* often on shore, he is sure more or less to fail; and, as far as I recollect, every one that has been turned back, either has failed in it altogether, or done it very ill—excepting a few good observers, who have failed in calculation.

No. 3. He is required to bring down the image of the sun, so as to touch with its lower limb the upper limb of the sun's image reflected from quicksilver: and then to read off.

In No. 3, every one that has been accustomed to take altitudes with the sextant finds no difficulty; but those who have not, either cannot perform it, or do it after great labour, and very ill; most of those, if not all, that have been turned back, have made bad work of it: and some, after labouring at least ten minutes, have given it up in despair.

No. 4. He is required to take the distance of the sun from the moon, should the moon be within distance, and visible; if not, between the sun and a chimney pot: reading off.

In No. 4, when the moon is at hand, very few can make the observation as it ought to be made at sea; and very many, after an unsuccessful effort of ten minutes, fail altogether. With the chimney pot it is more easy; yet in this, most of those turned back have failed more or less.

No. 5. He is required to observe with an azimuth compass the bearing of some object at hand: reading off.

In No. 5 there is seldom any great failure here.

All that have been turned back have failed, more or less, in most, if not all, the trial observations, excepting Nos. 1 and 5.

If the observations are gone through in a manner that a willing learner might *teach himself* to accomplish, even on shore, in less than a month, it is deemed enough. But when there is decided imperfection in all or most of the observations, and it is clear that the person neither *has* made any of them at sea, nor *could* make them at sea, (after a short time even,) if called on, he has been rejected.

(Signed)

J. INMAN, Professor.

A LIST of SHIPS composing His Majesty's Navy, specifying the Dates when, and the Places where, they were respectively built, together with other interesting Particulars, taken from actual Observations and Notes.

[Continued from p. 563.]

NAMES.	Guns.	Built.		No. of Tons Burden.	War Establish-ment of Men.	Total Value as Liquefied.	Expense of Coppering.	Remarks.
		Where.	When.					
6th Rates.								
Sloops com'd by Com'r.								
Pearl	..	Mercht's Yrd.	1828	558	..	£.	£.	Was a yacht.—Built by Mons. Sainy.
Tweed	..	Portsmouth.	1823	500	..	1015	19	Was a 28 gun ship.
Arachne	16	Mercht's Yrd.	1809	387	125	13,420	729 12	Rigged as a brig.
Champion	..	Portsmouth.	1824	455	..	16,750	954 15	Built by Captain Hayes, C.B.
Childers	..	Chatham	1827	385	..	13,420	729 12	Rigged as a brig.
Clio	..	Mercht's Yrd.	1807	388	..	..	..	do.
Columbine	..	Portsmouth.	1826	493	..	16,750	954 15	Built by Captain Symonds, R.N.
Comus	..	Pembroke	1828	461	..	..	..	Built by Professor Inman, R.N.C.
Cruzer	..	Chatham	1828	385	..	13,420	729 12	Rigged as a brig.
Dispatch	..	Mercht's Yrd.	1812	286	..	..	..	do.
Electra	..	Portsmouth.	building	470	..	16,750	954 15	In progress of building.
Elk	..	Mercht's Yrd.	1813	386	..	13,420	729 12	Rigged as a brig.
Favourite	..	Portsmouth.	1829	430	..	16,750	954 15	Rigged as a ship.
Fly	..	Pembroke	1831	484	..	..	..	Built by Professor Inman, R.N.C.
Gannet	..	Mercht's Yrd.	1814	386	..	13,420	729 12	Rigged as a ship.
Harrier	..	Pembroke	1831	486	..	16,750	954 15	do.
Hyacinth	..	Plymouth	1819	436	..	..	..	do.
Jasour	..	Mercht's Yrd.	1813	387	..	13,420	729 12	Rigged as a brig.
Larne	..	Pembroke	1829	464	..	16,750	954 15	Built by Professor Inman, R.N.C.
Orestes	..	Portsmouth.	1824	461	..	..	..	Built by Students of Naval Architecture.
Pylades	..	Woolwich	1824	433	..	..	..	Built by Sir R. Seppings.
Pelican	..	Mercht's Yrd.	1812	387	..	13,420	729 12	Rigged as a brig.
Pelorus	..	Ditto.	1808	536	..	..	..	do.

Racehorse	..	..	..	..	1830	437	..	16,750	954 15	Rigged as a ship.
Raleigh	..	..	..	..	1806	386	..	13,120	729 12	do.
Rifeman	16	..	..	..	1809	386	125	13,420	729 12	Rigged as a brig.
Rose	..	..	..	..	1821	397	..	..	..	Built by the Students of Naval Architect.
Rover	18	..	..	..	1832	397	135	16,900	1000 0	Built by Capt Symonds, R.N.
Scout	..	..	..	..	1832	482	..	..	..	Built by Sir R. Seppings.
Satellite	16	..	..	..	1826	416	125	16,750	954 15	do.
Scylla	..	..	..	..	1809	383	..	13,420	729 12	Rigged as a ship.
Sparrowhawk	..	..	..	..	1807	383	..	..	..	Rigged as a brig.
Trindilo	..	..	..	..	1809	389	..	..	..	do.
Victor	..	..	..	..	1814	382	..	..	..	do.
Wasp	..	..	..	..	1812	356	..	..	..	do.
Wolf	..	..	..	..	1826	416	..	16,750	954 15	Built by Capt. Hayes, R.N.
Zebra	..	..	..	..	1815	386	..	13,420	729 12	Rigged as a brig.
Zenobia	..	..	..	..	1815	396	..	..	..	do.
New Brigs on the plan of Capt. Symonds, R.N. Surveyor of the Navy.	..	..	..	..	..	..	..	..	..	..
Harlequin	16	..	..	..	building	423	125	16,750	954 15	..
Lily	..	..	..	..	..	428	..	..	..	..
Racer	..	..	..	..	1833	428	..	..	..	..
Ringdove	..	..	..	..	1833	178	..	..	..	..
Sappho	..	..	..	..	building	423	..	..	..	..
Serpent	..	..	..	..	1832	418	..	..	..	..
Snake	..	..	..	..	1832	418	..	..	..	..
Wanderer	..	..	..	..	1835	428	..	..	..	..
Wolf-ere	..	..	..	..	1835	423	..	..	..	..
Brigs comd. by Lieuts.	..	..	..	..	..	..	..	..	..	..
Alacrity	10	..	..	..	1818	235	75	8,800	481 10	Built by Sir H. Peake. Chiefly employed as packets, but not having been found to answer, other vessels of a new class, to be barque-rigged, are being built, for the purpose of superseding them.
Algerine	..	..	..	..	1829	231	..	..	..	..
Badger	..	..	..	..	1808	239	..	..	..	..
Barracouta	..	..	..	..	1820	235	..	..	..	..

A LIST of SHIPS composing His Majesty's Navy, &c. &c

NAMES.	Guns	Built		No of Tons Burden	W or Estab- lish- ment of Men.	Total Value as Equipped	Expense of Coppering	Remarks.
		Where	When					
5th Rates								
Beagle	10	Woolwich .	1820	235	75	8,500	£ 451 10	Built by Sir Henry Peake; chiefly employed as packets, but not having been found to answer, other vessels of a new class, to be barque rigged, are about to be built, for the purpose of superseding them.
Breus	Deptford .	1829	212	..	..	..
Britomart	Portsmouth .	1820	236	..	..	..
Cadmus	Merch't's Yd	1808	236	..	..	..
Cameleon	Bombay . .	1816	239	..	..	..
Chanticleer	Merch't's Yd	1808	237	..	..	..
Curlw	Woolwich .	1830	232	..	..	..
Delight	Chatham . .	1829	235	..	..	..
Eclipse	Plymouth . .	1819	235	..	..	..
Emulous	1813	231	..	..	..
Esport	Chatham . .	1826	233	..	..	..
Fairy	1826	235	..	..	..
Falcon	Pembroke . .	1820	237	..	..	..
Ferret	Portsmouth .	1821	237	..	..	..
Frolic	Pembroke . .	1820	236	..	..	..
Goldfinch	Merch't's Yd.	1808	236	..	..	..
Harpy	Chatham . .	1825	233	..	..	..
Hope	Plymouth . .	1824	231	..	..	..
Icarus	Portsmouth .	1814	235	..	..	..
Kingfisher	Woolwich . .	1823	237	..	..	..
Lapwing	Chatham . .	1825	229	..	..	..
Leveret	Portsmouth .	1825	232	..	..	..
Ljra	Plymouth . .	1821	235	..	..	..
Magnet	Woolwich . .	1823	237	..	..	..
Musquito	Portsmouth .	1825	232	..	..	..
Mutina	Plymouth . .	1823	232	..	..	..
Nautlius	Woolwich . .	1830	235	..	..	..

Onyx	10	Sheerness	1-22	237	75	9500	4s1 10	Built by Sir H Peake But by Capt. Symonds, R.N.
Opossum	1821	332	..	New Class	..	
Pantaloon	unknown	282	..	8800	..	
Partridge	1829	282	..	..	..
Pigeon	1827	236	..	..	..
Plover	1821	235	..	..	..
Ploeris	1822	231	..	..	..
Rapud	1829	236	..	..	..
Reindeer	236	..	..	..
Renard	1821	231	..	..	..
Rolla	1829	230	..	..	..
Royal st	1823	237	..	..	..
Saracen	1831	236	..	..	..
Savage	1830	236	..	..	..
Scorpion	1832	229	..	..	..
Sheldrake	1825	235	..	..	..
Skylark	1826	231	..	..	..
Spey	1827	237	..	..	..
Swallow	1820	231	..	..	..
Thais	1829	234	..	..	..
Tyrian	1826	237	..	..	..
Weasle	1822	228	..	..	..
Wizard	1830	318	..	..	..
Zephyr	1823	319	..	..	..
Bonetta	1833	232	..	..	..
Dolphin	building	232	..	New Class	..	
Pandora	4	..	1819	237	..	8800	..	
Brisk	3	..	1819	232	50	..	..
Buzzard	1834	236	..	..	..
Charlydis	1831	232	..	..	..
Forester	1832	232	..	..	..
Griffin	1832	232	..	..	..
Lynx	1833	232	..	..	..
Termagant	building	232	..	..	..
Steam vessels	Horse Power	..	
African	1825	265	36	100	..	Built by Sir Robert Seppings.
Alban	1826	295	..	..	..	Ditto.
Blazer	1834	527	..	160	..	Built by Capt Symonds, R.N.

(To be continued.)

WARRANTS REGULATING THE FULL AND HALF PAY OF PAYMASTERS

WILLIAM R. Whereas we have deemed it expedient to improve the advantages of Paymasters of Regiments, and of Recruiting Districts—Our will and pleasure is that the pay of the said officers shall be respectively as follows, viz —Twelve shillings and sixpence a day on first appointment to this commission. Fifteen shillings a day after the completion of five years' service on full pay in that rank. Twenty shillings a day after the completion of twenty years' service on full pay in that rank, or after the completion of twenty five years' service on full pay as commissioned officers, not less than fifteen years of which shall have been as Regimental or District Paymaster. Twenty two shillings and sixpence a day after the completion of twenty five years' service on full pay in that rank, or after the completion of thirty years' service on full pay as commissioned officers, not less than fifteen years of which shall have been as Regimental or District Paymaster.

Provided nevertheless that all Paymasters already appointed, who may now be in receipt of higher pay than twelve shillings and sixpence a day shall not though of less than five years' service in that rank, be reduced to the said rate in consequence of the new regulations of this warrant. And provided also that our Secretary at War shall be satisfied with the manner in which any Paymaster who shall be recommended to us for any higher rate of pay than that of twelve shillings and sixpence a day has performed his duties. Given at our Court at Brighton, this 11th day of Dec, 1835, in the 5th year of our reign.

By his Majesty's command,

HOWICK.

WILLIAM R. Where as we have deemed it expedient to revise and alter so much of our warrant dated 22nd July, 1830, as regulates the full pay of Paymasters of Regiments, and of Recruiting Districts—Our will and pleasure therefore is that the 27th 28th, and 29th regulations of the warrant above referred to shall be hereby cancelled, and that the following Rules and Regulations shall be henceforth established. Paymasters, on first appointment, being invariably officers (whether on full or half pay of the Army, we, in cases of future retirement from the situation of Paymaster, to be allowed half-pay according to the following Rules —

If of less than five years' actual service as Paymaster, the half-pay of their former commissions

If of more than five years' and less than ten years' actual service as Paymaster, six shillings a day, or the half pay of their former commissions

If of more than ten years, and less than fifteen years' actual service as Paymaster, seven shillings and sixpence a day

If of more than fifteen years, and less than twenty years' actual service as Paymaster ten shillings a day

If of more than twenty years' actual service as Paymaster, twelve shillings and sixpence a day

Previous service of ten years' duration or upwards, on full pay in other ranks as a commissioned officer, after the Paymaster shall have completed fifteen years' actual service as such, to reckon as equivalent to five years' service as Paymaster. Provided always that our Secretary at War shall be satisfied with the manner in which the Paymaster to be recommended to us for such half pay shall have performed his duties. An officer on half pay who may have served less than five years as Paymaster, will be eligible for re-employment on full pay, either in that situation or in his former rank, and if restored to full pay as Paymaster, his previous service will be allowed to reckon. An officer who may have served more than five years and less than twenty years as Paymaster, and shall be receiving the half-pay of that commission, viz, six shillings, seven shillings and sixpence, or ten shillings a day, will be liable to be recalled to full pay in that appointment if his health shall be found sufficiently good to enable him to resume its duties, and in case he shall decline the appointment, he shall be liable to revert to the half pay of the commission which he held before he was appointed Paymaster. Given at our Court at Brighton, this 24th day of Dec, 1835, in the sixth year of our reign

By his Majesty's command,

HOWICK.

STATIONS OF THE BRITISH ARMY ON 1ST FEB, 1836.

[Where two places are mentioned, the last-named is that at which the Depôts of the Regts. are stationed.]

1st Life Guards—Regent's Park.	39th Foot—Madras; Chatham.
2d do—Hyde Park.	40th do.—Bombay; Chatham.
Royal Horse Guards—Windsor.	41st do.—Madras; Chatham.
1st Dragoon Guards—Birmingham.	42d do.—Ionian Isles; Fort George.
2d do.—Dublin.	43d do.—America; Clonmel.
3d do.—Longford.	44th do.—Bengal; Chatham.
4th do.—Brighton.	45th do.—Madras; Chatham.
5th do.—Edinburgh.	46th do.—Belfast.
6th do.—York.	47th do.—Gibraltar; Castlebar.
7th do.—Dublin.	48th do.—Wexford.
1st Dragoon—Newbridge.	49th do.—Bengal; Chatham.
2d do.—Leeds.	50th do.—New South Wales; Chatham.
3d do.—Cork.	51st do.—Dublin.
4th do.—Bombay.	52d do.—Athlone.
6th do.—Ipswich.	53d do.—Malta; Youghall.
7th Hussars—Nottingham.	54th do.—Madras; Chatham.
8th do.—Hounslow.	55th do.—Madras; Chatham.
9th Lancers—Coventry.	56th do.—Jamaica; Sunderland.
10th Hussars—Glasgow.	57th do.—Madras; Chatham.
11th Light Dragoon—Bengal.	58th do.—Ceylon; Plymouth.
12th Lancers—Dorchester.	59th do.—Gibraltar; Portsmouth.
13th Light Dragoon—Madras.	60th do. [1st batt.]—Malta; Newcastle.
14th do.—Longford.	Do [2d batt.]—Gibraltar; Clare Castle.
15th Hussars—Cahir.	61st do.—Ceylon; Gosport.
16th Lancers—Bengal.	62d do.—Madras; Chatham.
17th do.—Manchester.	63d do.—Madras; Chatham.
Grenadier Guards [1st batt.]—Dublin.	64th do.—Jamaica; Stirling.
Do [2d battalion]—The Tower.	65th do.—W. Indies; Chatham.
Do [3d battalion]—Knightsbridge.	66th do.—Canada; Plymouth.
Coldstream Guards [1st batt.]—Wellington B.	67th do.—W. Indies; Fermoy.
Do [2d battalion]—Brighton and Windsor.	68th do.—Gibraltar; Portsmouth.
7th Fusil. Guards [1st batt.]—Portman B.	69th do.—W. Indies; Sheerness.
Do [2d battalion]—St. George's B.	70th do.—Gibraltar; Portsmouth.
1st Foot [1st batt.]—Templemore.	71st do.—Edinburgh.
Do [2d battalion]—Ennis-killen.	72d do.—Cape of Good Hope; Londonderry.
2d do.—Bombay; Chatham.	73d do.—Ionian Isles; Naas.
3d do.—Bengal; Chatham.	74th do.—West Indies; Omagh.
4th do.—New South Wales; Chatham.	75th do.—Cape of Good Hope; Wexford.
5th do.—Malta; Dover.	76th do.—W. Indies; Paisley.
6th do.—Bombay; Chatham.	77th do.—Liverpool.
7th do.—Malta; Gosport.	78th do.—Ceylon; Galway.
8th do.—Jamaica; Buttevant.	79th do.—Canada; Aberdeen.
9th do.—Mauritius, ord. to Bengal; Chatham.	80th do.—Chatham, ord. for N. S. Wales.
10th do.—Ionian Isles; Brecon.	81st do.—Kilkenny.
11th do.—Ionian Isles; Waterford.	82d do.—Mullingar.
12th do.—Dublin.	83d do.—America; Boyle.
13th do.—Bengal; Chatham.	84th do.—Jamaica; Fermoy.
14th do.—Cork, for West Indies; Dublin.	85th do.—Cork.
15th do.—Canada; Armagh.	86th do.—W. Indies; Cashel.
16th do.—Bengal; Chatham.	87th do.—Mauritius; Chatham.
17th do.—N. S. Wales; Chatham.	88th do.—Ionian Isles; Kinsale.
18th do.—Birr.	89th do.—West Indies; Drogheda.
19th do.—West Indies; Stockport.	90th do.—Ceylon; Cork.
20th do.—Bombay; Chatham.	91st do.—St. Helena; Newbridge.
21st do.—Van Diemen's Land; Chatham.	92d do.—Gibraltar, ord. for Malta; Perth.
22d do.—Jamaica; Hull.	93d do.—Dublin.
23d do.—Manchester.	94th do.—Limerick.
24th do.—Canada; Cork.	95th do.—Templemore.
25th do.—W. Indies, ord. home; Cork.	96th do.—Glasgow.
26th do.—Bengal; Chatham.	97th do.—Ceylon, ord. home; Portsmouth.
27th do.—Cape of G. Hope; Nenagh.	98th do.—C. of G. H.; Devonport; Ord. Home.
28th do.—N. S. Wales; Chatham.	99th do.—Mauritius; Gosport.
29th do.—Mauritius; Tralee.	Rifle Brig. [1st batt.]—America; Jersey.
30th do.—Bermuda; Limerick.	Do [2d battalion]—Ionian Isles; Guernsey.
31st do.—Bengal; Chatham.	Royal Staff Corps—Hythe.
32d do.—Canada; Plymouth.	1st West India Regiment—Trinidad, &c.
33d do.—Newry.	2d do.—New Providence and Honduras.
34th do.—America; Carlisle.	Ceylon Rifle Regiment—Ceylon.
35th do.—Fermoy.	Cape Mounted Riflemen—Cape of Good Hope.
36th do.—W. Indies; Plymouth.	Royal African Colonial Corps—Sierra Leone.
37th do.—Jamaica; Plymouth.	Royal Newfd. Veteran Comp.—Newfd.
38th do.—Bengal; Chatham.	Royal Malta Fencibles—Malta.

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STATIONS OF THE ROYAL NAVY IN COMMISSION 1ST FEB., 1836.

- Acteon**, 26, Capt Lord Edward Russell, South America
Aetna, sur v 6, Capt A F L Vidal, Coast of Africa
Africa, st v Trent J West, Mediterranean
Albion, st v Lieut C J Hill Woolwich
Algierne 10 Lieut W S Thomas East Indies
Andromache, 28, Capt H D Childs, C B East Indies
Astrea 6, Capt J Clivell Falmouth
Barham 50, Capt A L Cory Mediterranean
Basilisk 6 ketch Lieut G G Macdonald S America
Beacon 8 sur v Com R Copeland Mediterranean
Beagle, 10 Com R Fitzroy South America
Belvidere 42, Capt C B Strong West Indies
Bermuda, yacht, Capt Sup Sir T Usher, Kt C B C H Bermuda
Blonde 16 Capt J Mason C B S America
Britannia, 120 Adm Sir Thomas Williams C B, Capt J R Williams, Portsmouth
Britomart, 10, Lieut W H Quin, Coast of Africa
Buzzard 10, Lieut ———— Coast of Africa
Caledonia, 120, Vice Adm Sir Josias Rowley C B C B, Capt G B Maitland C B, Mediterranean
Camelion, 10 Lieut J Bradley Coast of Spain
Carnegie 24 Capt Hon J Percy C B Mediterranean
Cassiope 36 Capt Rt Hon J ord J Haypatrick in service
Ceylon 2 Lieut T G M Kenzie R. ship Malta
Champion, 19 Com R J W Hill W India
Charity 3 Lieut S Meade Coast of Africa
Chatham yacht Capt Sup Sir J A Gordon, K C B Chatham
Childers 16 Com Hon H Keppel Mediterranean
Cleopatra 26, Capt Hon G Greville S America
Choise 16 Com W Richelieu, Mediterranean
Cochet 6 Lieut W I Rees, S America
Cockburn 1 Lieut C Holbrooke, Kingston, Jamaica
Columbine 18 Com T Henderson Mediterranean
Comus, 19, Com W P H Milne, W Indies
Constance st v 2 Lieut J M Waugh Mediterranean
Cove Capt J C Ross in service
Cum gratia, 16 Com W A Wallis W Indies
Curlew, 10, Lieut J N rectt Coast of Africa
Darwin, st v 4 Com W Ramsay W Indies
Delight 10 Lieut J Moore (b) Chatham
Dublin 20, Rear Adm Sir G J Hammond Bart C B C B Capt G W Willes C B S America
Dunbar, 14 Capt J R Dicks Mediterranean
Edinburgh 20 Capt Sir S Roberts, Kt C B Mediterranean
Egmont 10, Lieut C W Riley Falmouth
Excellent, 16 Capt I Hastings Portsmouth
Emmeline, sch Lieut G Rose, Coast of Africa
Eury, 10, sur v Com W H Wallis, Woolwich
Favourite, 19 Com G R Mundy, Mediterranean
Fidelity st v Lieut I Baldock, Woolwich
Flamer, st v Lieut J M Potbury, W Indies
Forester, 3, Lieut G G Mill Coast of Africa
Forte, 44, Capt W O Pitt West Indies
Gannet, 16, Com J B Maxwell, West Indies
Gifford 3 Lieut J L Pulby Coast of Africa
Haup, 10, Lieut Hon G R A Clements, Plymouth
Harrier 19, Com W H H Carew, S America
Hastings, 74, Rear Admiral Sir W H Gage, C B C H Capt H Shiffner, Lisbon
Hermes, st v Lieut W S Blount, Woolwich
Hornet 6 Lieut I R Coghlan, South America
Howe 120, Vice Adm Hon C J Fleming, Capt A Llice, Shoeburyness
Hyacinth 18 Com F P Blackwood F Indies
Jasper 16 Com J Blackett, Mediterranean
Jupiter 38 Capt Hon I W Grey F Indies
Lark, 4, sur v Lieut E Barrett, W Indies
Larne, 18, Com W. S. Smith, West Indies
Leicester, 10 Lieut C Bosanquet, Plymouth
Lion 3 Lieut H V Huntley Coast of Africa
Magdalen 24, Capt G W St John Mildmay, Lisbon
Magnificent, 4 Lieut J Puck, Jamaica
Malabar 74, Capt Sir W A Montagu, C B, K C H, Mediterranean
Mastiff 6, sur v Lieut J Graves, Mediterranean
Medusa st v Com H T Austin, Mediter
Melville, 14, Capt P J Douglas Portsmouth
Meteor, st v Lieut G W Smith W Indies
Nautilus 10, Lieut W Crooke, Falmouth
Nimrod 20, Com J Lister W Indies
North Star 25 Capt O V Hucourt, S America
Onesie 16 Com H J Codrington, Mediter
Orion 20 Com H Nurse, in service
Pelican, 16, Com B Topham, Coast of Africa
Phoenix 15 Com W H Henderson Falmouth
Pilot 12 Lieut J G Bulmer W Indies
Pilgrimage 12 Com A Brookman, W Indies
Platina st v Lieut J Duffell, in service
Platina yacht, Capt Sup C B H Ross C B Plymouth
Platina 15 Capt D Price Mediterranean
Portsmouth 16 Lieut Adm Sup Sir J J Maitland, K C B Lieut W M Howland Portsmouth
Princess 22 Vice Adm Sir Geo Cockburn C B Capt Jas Scott, N American and W India Station
Prince Regent, yacht Capt G Leban C B, Deputy
Pyrites 18 Com W F Castle, Coast of Africa
Quadrant 4 Lieut P Biscoe Lisbon
Rachis 19 Com Sir J J Home, Rt West Indies
Racer 16 Com J Hope Ports cuth
Railway 9 Capt I Bennett W Indies
Raleigh 16 Com M Quin East Indies
Rapid 10 Lieut J Pittman, S America
Rattlesnake, 28, Capt W Hobson F Indies
Raven sur v 4 Lieut G A B Hall Coast of Africa
Revenge 78, Capt W Elliott, C B K C H Mediterranean
Rimadour 16 Com W T Fipps Lisbon
River 92 Capt Hyde Parker, Mediter
River 10 Lieut I H H Grass Coast of Africa
Rover 15 Com W Parry East Indies
Rover 14 Com Chris Eden South America
Royal Albert 104 Adm Sir W Hall, 1001, C B C B C H Capt G L Fildon Plymouth
Royal George yacht Capt Rt Hon Lord A. Fitzclarence, C B H Portsmouth
Royal George yacht Capt Sup Sir C Bullen, C B K C H, Penbroke
Ryeholme 10, Lieut C A Bulrow, Plymouth
Russell, 74 Capt Sir W H Hillman, K C H, Falmouth
Supper, 29 Capt R I Rowley Mediterranean
Succubus, 10 Lieut J P T Hardy Lisbon
Satellite, 19, Com R Smart, Falmouth
Savage, 10, Lieut R Jones Lisbon
Seymour, 10, Lieut N Robb and Falmouth
Scout, 15 Com R C. C. Sheerness
Sally 16, Com J J Carpenter, West Indies
Scupper, 4 Lieut J Roche Lisbon
Seipent, 16, Com L Nip in, West Indies
Skippack, 5, Lieut S H Tisher, acting, West Indies
Snake, 16, Com R L Warren W Indies
Sparrowhawk, 16, Com C P. P. P. S. America
Speedy, 8, Lieut J Douglas Portsmouth
Spider, 6 Lieut J O'Reilly (a) Chatham
Sphinx st v 6, Lieut A Kennedy W Indies
Stirling sur v Lieut H Kellett S America
Sulphur sur v Capt J W Beechey S America
Talbot, 28 Capt F W Pennell, S America
Tartarus st v Lieut H James Falmouth
Terror, 10, Com L. Belcher, Chatham

Thalia, 46, Rear-Admiral P. Campbell, C.B.;
 Capt. R. Wauchope, Cape of Good Hope
 and Coast of Africa.
 Thunder, sur. v. Com. R. Owen, West Indies.
 Thunderer, 84, Capt. W. F. Wise, C.B. Mediter.
 Tribune, 24, Capt. J. Tomkinson, Mediter.
 Trinculo, 16, Com. H. J. Puget, acting, Coast of
 Africa.
 Tweed, 20, Com. T. Maitland, Lisbon.
 Tyne, 28, Capt. Vice Ingénieur, C. B., Mediter.
 Vernon, 50, Capt. J. McKellic, Medit.
 Vestal, 26, Capt. W. Jones, Shermess.
 Victor, 16, Com. R. Crozier, East Indies.
 Viper, 6, Lieut. L. A. Robinson, Lisbon.

Volage, 28, Capt. P. Richards, Mediter.
 Wanderer, 16, Com. T. Dilke, part. service.
 Wasp, 16, Com. J. S. Foreman, West Indies.
 Water Witch, 10, Lieut. J. Adams (b), Coast
 of Africa.
 William and Mary, yacht, Capt. Sir S. Warren,
 C.B. K.C.H. Woolwich.
 Winchester, 52, Rear-Admiral the Hon. Sir T.
 B. Capel, K.C.B., Captain E. Sparshott,
 K. H., East Indies.
 Wolf, 18, Com. E. Stanley, East Indies.
 Zebra, 16, Com. R. C. M'Crea, East Indies.
 PAID OUT OF COMMISSION.
 Swallow Packet, Plymouth.

SLOOP OF WAR COMMISSIONED AS PACKETS.

Alert, Lieut. C. H. Norrington.
 Biscuits, Lieut. John Downey.
 Eclipse, Lieut. W. Forrester.
 Goldfinch, Lieut. Edw. Collier.
 Lapwing, Lieut. G. B. Forster.
 Linnæus, Lieut. W. Downey.
 Lyra, Lieut. Jas. St. John.
 Mutine, Lieut. Richard Pawle.
 Nightingale, Lieut. G. Fortescue.
 Opossum, Lieut. Robt. Peter.
 Pandora, Lieut. W. P. Croke.

Pigeon, Lieut. J. Harvey.
 Plover, Lieut. William Luce.
 Ranger, Lieut. J. H. Turner.
 Reindeer, Lieut. H. P. Dicken.
 Renard, Lieut. Geo. Dunsford.
 Seagull, Lieut. J. Parsons.
 Sheldrake, Lieut. A. R. L. Passingham.
 Skylark, Lieut. C. P. Ladd.
 Spry, Lieut. Rob. B. James.
 Star, Lieut. —.
 Tyrian, Lieut. Ed. Jennings.

PROMOTIONS AND APPOINTMENTS.

NAVY.

PROMOTIONS.

• TO BE CAPTAINS.

William Hillyar.
 H. J. Codrington.

TO BE COMMANDER.

J. M. Bate.

TO BE LIEUTENANTS.

F. P. Egerton.
 Edward Cold.
 O. H. Dyke.
 F. A. Ellis.
 — Hippealey.

TO BE SURGEON.

John Robertson.

TO BE PURSERS.

D. G. Colls.
 T. Dobbin.
 T. Hookey.
 • C. H. Osmer.
 John Mosely.
 R. S. Stokes.

APPOINTMENTS.

CAPTAIN.

P. J. Douglas.....Melville.

COMMANDER.

E. Belcher.....Terror.
 G. A. Elliot.....Melville.

LIEUTENANTS.

R. Inman.....Cove.
 J. Douglas.....Speedy.
 C. H. Norrington, to com. Alert.
 G. Vincent.....Coast Guard.
 S. Shairp.....Do.
 T. N. Moore.....Do.

S. Wyld.....Coast Guard.
 M. F. O'Connell.....Do.
 G. Butler.....Do.
 C. Blackmore.....Do.
 E. Ommamey.....Clio;
 W. R. Mends.....Vernon.
 Hon. G. R. A. Clements to com. Harpy.
 G. A. Seymour.....President.
 J. A. Legard.....Caledonia.
 J. Russell.....Jaseur.
 J. Christian.....Tyne.
 W. H. Molyneux.....Melville.
 T. R. Sullivan.....Do.
 H. Schomberg.....Do.
 R. Harris.....Do.

MASTER.

J. McDonald.....Melville.

SURGEONS.

I. Dunlop.....Childers.
 B. Sammut.....Jaseur.
 C. H. Fuller.....Cove.

ASSISTANT-SURGEON.

James Lardner.....Britannia.
 Charles Pinauk.....Cove.
 G. Doak.....Melville.

PURSERS.

Wakeman (acting).....Volage.
 E. Thorne.....Cruiser.
 E. O'Maley.....Melville.

CHAMPAIN.

Rev. A. Fielding.....Melville.

ROYAL MARINES.

PROMOTIONS.

First-Lieut. James Thompson to be Captain.
 Second Lieut. C. J. Pegus to be First-Lieut.
 Mr. H. Timpson to be Second-Lieut.

ARMY.

WAR OFFICE, Dec. 29.

4th Light Dragoons.—Cornet W. Perasse, to be Lieut. by purch. vice Maude, retired; W. Drydale, Gent. to be Cornet, by purch. vice Perasse.

6th Dragoons.—Cornet B. E. A. Cochrane to be Lieut. by purch. vice Vandeleur, retired; A. F. Thompson, Gent. to be Cornet, by purch. vice Cochrane.

9th Foot.—Lieut. H. Heron to be Capt. by purch. vice Brownrigg, ret.; Ens. E. E. F. Hartman to be Lieut. by purch. vice Heron; R. G. Morgan, Gent. to be Ens. by purch. vice Hartman.

31st Foot.—Ens. W. Maule to be Lieut. without purch. vice O'Leary, prom. in the 55th Foot; Ens. W. J. Gregory, from h. p. of 11th Foot, to be Ens. vice Maule.

36th Foot.—Seri.-Major N. Hynes to be Adj. with the rank of Ens. vice Clark, dec.

39th Foot.—Ens. H. A. Strachan to be Lieut. without purch. vice Stewart, dec.; Ens. A. R. Marshall, from h.p. 27th Regt. to be Ens. vice Strachan.

53rd Foot.—Ens. D. R. Jones to be Lieut. by purch. vice Delmé, ret.; W. R. Gore, Gent. to be Ens. by purch. vice Jones.

59th Foot.—Ens. E. B. Napier to be Lieut. by purch. vice Davidson, ret.; Ens. H. W. Gordon, from the 8th Regt. to be Ens. vice Napier.

64th Foot.—Lieut. M. J. Western to be Capt. by purch. vice Forbes, ret.; Ens. T. Kirkwood to be Lieut. by purch. vice Western; J. D. Smyth, Gent. to be Ens. by purch. vice Kirkwood.

67th Foot.—Capt. J. Elgee, from h.p. Unatt. to be Paymaster, vice W. Blair, ret. upon h.p.

71st Foot.—Lieut. W. J. Myers to be Capt. by purch. vice Wood, ret.; Ens. N. M. Stack to be Lieut. by purch. vice Myers; Ens. and Adj. J. H. C. Robertson to have rank of Lieut.; A. T. Hamilton, Gent. to be Ens. by purch. vice Stack.

72nd Foot.—Lieut. C. W. M. Payne to be Capt. by purch. vice Claven, ret.; Ens. Hon. C. Stuart to be Lieut. by purch. vice Payne; Gent. Cadet H. S. S. Burney, from the Royal Mil. Coll. to be Ens. by purch. vice Stuart.

96th Foot.—Lieut. W. Kidman to be Capt. without purch. vice Hill, dec.; Ens. M. B. Campbell to be Lieut. vice Kidman; Gent. Cadet E. W. Scovell, from the Royal Mil. Coll. to be Ens. vice Campbell.

2nd West India Regiment.—J. Miller, Gent. to be Ens. by purch. vice Cameron, ret.

OFFICE OF ORDNANCE, Dec. 28.

Corps of Royal Engineers.—Second Capt. G. Phillpotts to be Capt. vice Hulme, placed on the Retired List; First Lieut. G. C. Lewis to be Second Capt. vice Phillpotts; Second Lieut. R. G. Hamilton to be First Lieut. vice Lewis; Second Lieuts., with temporary rank, to be Second Lieuts., with permanent rank: J. Cameron; J. P. Hawkins; J. H. Freeth.

Dec. 30. Royal Regt. of Artill.—Gent. Cadet C. Dickson to be Second Lieut. vice Fulford, prom.; Gent. Cadet H. P. Parker to be ditto, vice Newcomen, prom.; Gent. Cadet Hon. C. H. Spencer to be ditto, vice Living, prom.; Gent. Cadet H. J. Thomas to be ditto, vice Airey, prom.; Gent. Cadet G. Graydon to be ditto, vice Hornby, prom.; Gent. Cadet A. Oldfield to be ditto, vice Browne, prom.; Gent. Cadet H. P. Christie to be ditto, vice Bingham, prom.

1st Somersetshire Regt. of Militia.—H. B. Norman, Gent. to be Ens.

Taunton Corps of Yeomaury Cavalry.—G. Elers, Gent. to be Cornet.

WAR OFFICE, Jan. 8.

3rd Regiment of Light Dragoons.—Cornet C. W. H. Steward to be Lieut. by purch. vice Manby, who ret.

15th Regiment of Light Dragoons.—Lieut.-General Sir R. T. Wilson, Knt. to be Colonel, vice Lieut.-General Sir C. Grant, K.C.B. dec.

17th Regiment of Light Dragoons.—R. Reynaud, Gent. to be Cornet, by purch. vice Low, app to 4th Light Dragoons.

1st Foot.—Lieut. R. Pilkington, from h.p. of 11th Regt. to be Lieut. vice Thurston, whose app. has not taken place.

5th Foot.—Surg. D. Henderson, M.D. from the 14th Regt. to be Surg. vice Lea, dec.

14th Foot.—Assist. Surg. R. Downe, from the 88th Regt. to be Surg. vice Henderson, app. to the 5th Regt.

57th Foot.—G. H. Hunt, Gent. to be Ens. by purch. vice French, who ret.

61st Foot.—Brevet Major E. Charleton to be Major, without purch. vice Wolfe, dec.; Capt. P. Eason, from h.p. Unatt. to be Capt. vice Charleton.

69th Foot.—Lieut.-General J. Vincent to be Colonel, vice Lieut.-Gen. Sir J. Hamilton, Bart. dec.

82nd Foot.—Lieut. C. T. Thurston, from h.p. of 36th Regt. to be Lieut. vice Taverner, dec.

2nd West India Regiment.—R. Tuthill, M.D. to be Assist.-Surg. vice Reed, app. to the Staff.

Brevet—Lieut.-Col. Sir H. Bethune, employed in Persia, to have the local rank of Major-General in Asia.

Capt. J. Michael, of the Hon. the East India Company's Service, to be Major in the East Indies only.

The under mentioned Cadets of the Hon. the East India Company's Service, to have the temporary rank of Ensign during the period of their being placed under the command of Col. Pasley, of the Royal Engineers, at Chatham, for field instructions in the art of Sapping and Mining:—Gent. Cadet C. B. Young; Gent. Cadet P. M. Francis.

Memorandum.—His Majesty has been graciously pleased to permit the 39th Regiment of Foot to resume on its colours and appointments, the motto "Primus in India," in consideration of its having been the first of the King's Regiments which served in India, it having embarked in the year 1754, and returned to Ireland in the year 1758.

His Majesty has also been pleased to permit the Regiment to resume the word "Plassey," in commemoration of the gallantry displayed by the Regiment at the battle of Plassey, on the 5th of February, 1757, when serving with the English troops under Colonel, afterwards Lord, Clive.

His Majesty has likewise been pleased to permit the 39th Regiment to wear the Castle and Key, in addition to the word "Gibraltar," which, with the 12th, 56th, and 58th Regiments, it has already been permitted to bear on its colours and appointments, in commemoration of the gallantry displayed by those Regiments in the memorable defence of Gibraltar, in 1782.

OFFICE OF ORDNANCE, Jan. 4.

Royal Regiment of Artillery.—First Lieut. D. Thorndike to be Second Capt. vice Molesworth, ret. on h.p.; Second Lieut. R. M. Mundy to be First Lieut. vice Thorndike.

Corps of Royal Engineers.—Gent. Cadet F. E. Chapman to be Second Lieut. with temporary rank; Gent. Cadet T. Fenwick to be ditto; Gent. Cadet T. Webb, to be ditto; Second Lieut. H. W. Lugard to be First Lieut. vice E. Duinford, dec.

Onndle Troop of Yeomanry Cavalry.—J. D. W. Russell, Gent. to be Lieut. vice R. V. Smith, res.; J. W. Smith, Gent. to be Cornet, vice Russell, prom.

WAR OFFICE, JAN. 15.

2nd Foot.—T. W. E. Holdsworth, Gent. to be Ens. by purch. vice Reed, app. to the 6th.
6th.—Ens. W. Reed, from the 2nd, to be Ens. vice Barnes, who retires.

8th.—J. C. G. Tice, Gent. to be Assist.-Surg. vice Dolinaye, app. to the 88th.

14th Foot.—Lieut. J. Mellis, from the h.p. of the 48th to be Lieut. vice Ormsby, prom.

39th Foot.—Lieut. A. Herbert from the 54th, to be Lieut. vice Harvey, who exch.

45th Foot.—Ens. J. Wilcock from the 20th, to be Lieut. by purch. vice Dalgely, who ret.; Gent. Cadet John Otway Cuffie from the R.M.C. to be Ens. by purch. vice Barter, who ret.

49th Foot.—Assist.-Surg. J. Robertson from the 8th, to be Assist. Surg. vice Grant, dec.

54th Foot.—Lieut. J. Harvey from the 39th, to be Lieut. vice Herbert, who exch.; Staff-Assist. Surg. E. Mockler to be Assist.-Surg. vice Thompson, dec.

55th Foot.—Capt. W. L. Crowther from the h.p. of the 6th Drag. Guards, to be Capt. vice J. Hutcheon, who exch. rec. the diff.

64th Foot.—Lieut. A. Clendinning from the h.p. of the 66th, to be Lieut. vice Lucas, app. to the 75th.

75th Foot.—Lieut. W. Lucas from the 64th, to be Lieut. vice F. A. Goulden, who ret. upon h.p. of the 66th.

88th Foot.—Assist. Surg. G. Dolmage from the 8th, to be Assist.-Surg. vice Dowse, prom. in the 14th.

92nd Foot.—Lieut. T. Ormsby to be Capt. by purch. vice Macfarlane, who ret.; Ens. D. S. Wemyss to be Lieut. by purch. vice Ormsby; A. P. Miller, Gent. to be Ens. by purch. vice Wemyss.

Unattached.—Lieut. A. Ormsby from the 14th, to be Capt. without purch.

Hospital Staff.—D. Affleck, Gent. to be As-

sist.-Surg. to the Forces, vice Mockler, app. to the 5th.

Memorandum.—The following appointments in the 45th, as stated in the Gazette of the 11th ult., have not taken place:—Ens. Lewis to be Lieut. by purch. vice Dalgely, who ret.; Gent. Cadet J. O. Cuffie, from the R.M.C. to be Ens. by purch. vice Lewis.

OFFICE OF ORDNANCE, Jan. 11.

Royal Regt. of Artillery.—First Lieut. F. Holcombe to be Second Capt. vice Jago, ret. on h.p.; Second Lieut. C. L. Fitzgerald to be First Lieut. vice Holcombe.

Queen's Own Regt. of Tower Hamlets Militia.—J. S. Doyle, Esq. to be Lieut.-Colonel, vice Hawker, dec.

The King's Regt. of Cheshire Yeomanry Cavalry.—Capt. Lord De Tabley to be Lieut.-Col. vice W. Egerton, prom.

WAR OFFICE, Jan. 22.

2nd Regt. of Drags.—Cornet R. Foot from h.p. of the 6th Drag. Guards, to be Cornet without purch.; C. Craven, Gent. to be Cornet by purch. vice Foot, who ret.

7th Regt. of Light Drags.—Lieut. A. A. Cotton to be Capt. by purch. vice Towers, who ret.; Cornet A. B. Saville to be Lieut. by purch. vice Cotton; H. J. Percy, Gent. to be Cornet by p. vice Saville.

7th Foot.—Ens. W. Nixon from the 33rd, to be Lieut. by purch. vice Lord Antium, who ret.

8th Foot.—C. Holder, Gent. to be Ens. by p. vice Gordon, app. to the 59th.

31st Foot.—D. Milne, Gent. to be Ens. by purch. vice Gregory, who ret.

33rd Foot.—L. Warrington, Gent. to be Ens. by purch. vice Nixon, prom. in the 7th.

63rd Foot.—H. Pilleau, Gent. to be Assist.-Surg. vice Russell, app. to the 73rd.

73rd Foot.—Assist.-Surg. J. J. Russell from the 63rd, to be Assist. Surg. vice C. M. Vowell, who ret. upon h.p.

80th Foot.—Lieut. H. A. Jackson to be Capt. without purch. vice Denbire, dec.; Ens. M. D. Taylor to be Lieut. vice Jackson; Ens. G. Conolly from the h.p. of the 104th, to be Ens. vice Taylor; S. T. Christie, Gent. to be Ens. by p. vice Anneaux, who ret.

OFFICE OF ORDNANCE, Jan. 20.

Riding House Establishment in the Royal Regt. of Artillery.—Sergt. Major A. McPherson to be Lieut. vice Gibbons, placed on the Retired List.

IRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Nov. 6, at Demerara, the Lady of Lieut. C. J. Coote, 69th regt. of a son.

Dec. 5, at Gibraltar, the Lady of Capt. R. Thomson, R.E. of a daughter.

At Quebec, the Lady of Lieut. Matheson, 79th regt. of a daughter.

At Summer Hill, near Limerick, the Lady of Major-General Sir James Douglas, commanding the South-West District, of a son.

Dec. 31, at Stoke, near Devonport, the Lady of John Grant, Esq., Purser of H.M.S. Harrier, of a son.

Jan. 2, at Newbliss, county Monaghan, the Lady of Capt. T. Stopford, h.p. unattached, late 82nd regt. of a daughter.

Jan. 4, at Brookland Park, Hants, the Lady of Lieut.-Col. O'Meara, of a son.

At Upper Aboconia, near the Hay, South Wales, the Lady of Lieut. H. D. Williams, 54th regt. of a son.

At Cork, the Lady of Lieut. Wm. Lambert, R.N. of a son.

At Ballyremin, the Lady of Lieut. R. J. Hanley, 84th regt. of a son.

Jan. 8, at Alfred Place, Brompton, the Lady of Lieut. W. S. Hall, h.p. Royal Irish, of a son.

At Leith, the Lady of Lieut. Brewer, R.A. of a daughter.

At Shottesbrooke Park, the Lady of Col. Sir H. Watson, C.B., K.T.S. of a son.

MARRIAGES.

In Jamaica, Lieut. Marmaduke M. Dillon, 25th regt. to Ann, daughter of the Hon. Wm. Oxley.

Jan. 4, at Pembroke, Capt. Mitchell, R.M. to Constance, only daughter of the late Major Bullen, 2nd Dragoon Guards, and niece to Capt. Sir Charles Bullen, C.B., K.C.H. commanding the Royal Sovereign Yacht.

At Hacheston, Suffolk, Capt. the Hon. H. J. Rous, R.N. brother to the Earl of Stradbroke, to Sophia, daughter of the late J. Ramsay Cathbert, Esq. of Grosvenor Square.

Lieut. McNevin, R.N. Chief Officer Const Guard, to Eliza, second daughter of John McMahon Blackhall, of Killaud, county Clare, Esq.

At Newry, Lieut. B. Charles Bordes, 77th regt. to Anne, only daughter of Thomas Waring, Esq. of Newry.

Jan. 16, Lieut. J. A. Drought, 63th regt. to Caroline Susannah, daughter of the late Lieut. Col. J. White, 80th regt.

At Stirling, Lieut. Col. Hamilton Temrunt, E.I.C.'s service, to Helen, daughter of the late Lieut. General Graham.

Jan. 18, in Dublin, Major Frederick Berkeley St. John, 52nd regt., second son of General the Hon. Frederick St. John and the Hon. Arabella Craven, to Henrietta Louisa Mary, third daughter of the late Rev. John Jephson, Prebendary of Mullabrack, in the diocese of Armagh.

DEATHS.

July 31, on passage to Europe, Capt. Watson, 57th regt.

Aug. 16, at Gazeepore, Lieut. J. H. Isaac, 3rd Foot.

Of fever, on passage to Ceylon, between Muscat and Bombay, after having travelled overland to Basora, Lieut. Elias Durrford, R.E. eldest son of Col. Durrford, R.E.

Sept. 26, in France, Lieut. General Mackay, E.I.C.'s service.

Oct. 9, at the Island of Ascension, Thomas Mitchell, Esq. Surgeon R.N.

Oct. 21, at Antigua, Ensign and Adjutant Clarke, 36th Foot.

Oct. 29, at Trinidad, Quartermaster Brice, 19th Regt.

Nov. 16, Capt. E. Parke, h.p. Royal Marines.

Nov. 17, Lieut. Col. Judson, late R.A.

Nov. 18, Capt. Parker, h.p. Royal Artillery.

Nov. 20, Capt. Clynne, h.p. 1st Foot.

At Madeira, Lieut. Geo. Gordon, 2nd or North British Drags.

At Templemore, Major Wellington, h.p. unatt.

Dec. 1, at Government House, Prince Edward's Island, his Excellency Sir Aretas Wm. Young, Lieut. Governor of that Island.

Dec. 6, on passage from London to Edinburgh, Capt. J. Black, R.N., C.B., and K.M.T. The naval career of Capt. Black commenced in 1793, in which year he was in the *Leviathan*, at the siege and occupation of Toulon. In the following year he was in the same ship with Lord Hugh Seymour, in the memorable battle of the 1st of June with Earl Howe, and in 1795 he was again in Lord Hugh Seymour's flagship, the *Sans Pareil*, in Lord Bridport's action. He was made a Lieutenant in 1799. In 1805 he was second lieutenant of the *Mars*, in the glorious battle of Trafalgar, and early in the action became First Lieutenant on the death of Captain Duff of that ship. In this action he was wounded. In 1806 he was First Lieutenant

of the *Mars* when that ship singly gave chase to four large French frigates, one of which, the *Rhin*, of 44 guns, was captured in the face of her three consort. In September of the same year he was First Lieutenant of the *Mars*, forming part of a squadron under Sir Samuel Hood, which chased and engaged a squadron of French frigates, four of which were captured, *La Minerve*, *L'Armide*, *Indefatigable*, and *Gloire*, the two latter taken by the *Mars*. In 1807 he was First Lieutenant of the *Mars* at the bombardment of Copenhagen, and commanded one of the captured Danish line-of-battle ships on her passage to England; and, in a dreadful gale of wind near Yarmouth, displayed great skill as an officer and seaman, in saving the ship and lives of 800 souls on board, by cutting away the masts, a measure if delayed five minutes longer, the ship and all on board must have perished. In September, 1810, he was made Commander. In April, 1813, when commanding the *Weazel*, he chased a convoy of enemy's vessels, protected by fourteen large gun boats, they having taken shelter under a battery at Boscajline, on the coast of Dalmatia, covered by a strong force of musketry on the neighbouring heights. In this situation he engaged them necessarily for twelve hours, and succeeded in sinking six of the gun-boats, and burning twenty sail of the convoy. In this gallant affair, for which he was made Post Captain, the *Weazel* suffered a heavy loss in killed and wounded; amongst the latter, Captain B. was shot through his right hand. In July of the same year the *Saracen* and *Weazel* captured the island of *Mezzo*, near Ragusa.

The island of Zaira was also taken by the present Earl of Cadogan and Captain Black, who, when serving in the battery, was severely wounded by a spent shot, which caused him to fall across a gun below him, from the effects of which he never recovered.

At the close of the war Captain Black was nominated a Companion of the Bath, and His Imperial Majesty the Emperor of Austria, in return for his gallant services in the Adriatic, created him a Knight of Maria Theresa.

The remote causes of Captain Black's death were the internal injuries he received at the capture of Zaira; and for which, until very recently, he never sought any compensation, when his Majesty was graciously pleased to grant him a pension of £501 a year.

Dec. 18, Lieut. P. Nugent, h.p. unatt. ched.

Dec. 23, at Loughrea, Major Wolfe, 61st Regt.

At Glasgow, Major Hill, 96th Regt.

Dec. 24, at Cheltenham, Lieut. General Dyce, E.I.C.'s service.

Dec. 24, lost at sea during a severe gale of wind, which laid the vessel on her beam ends, Lieut. J. Binney, commanding His Majesty's packet-sloop *Star*.

At Edinburgh, Colonel Alexander Mair, Deputy-Governor of Fort George.

Dec. 25, at Caernarvon, Col. McGregor, formerly of the 88th Regt.

Jan. 1, at Root Lodge, Devonshire, Lieut. Col. Sir John Kennaway, Bart. E.I.C.'s service, in the 74th year of his age. Having entered early into the service of the Hon. East India Company, the subject of this notice received his commission as Captain in 1780 and served in the Bengal division of the grand army, commanded by Sir Eyre Coote, in the Carnatic, during the invasion of Hyder Ali, until the battle and siege of Cuddalore, against the French, under the celebrated General Bussy. A general peace soon after taking place, Capt. Kennaway returned to Bengal, was appointed, in 1786, aide-de-camp to Marquis Cornwallis, and went by his Lordship, in 1788, as Envoy to the Court of Hyderabad, to demand from the Nizam a

cession of the maritime province of Coimbatore, which, contrary to treaty, had for many years remained in his Highness's possession, and Capt Kemmaway was in this embassy eminently successful. He soon after concluded with the Nizam a treaty of alliance against Tippoo Sultan, for which service his Majesty was pleased to create him a baronet the 25th February, 1791, and the Court of Directors of the East India Company took out his patent at the public expense. In 1792 he was appointed by Marquis Cornwallis Commissioner to adjust in concert with agents of the Nizam and the Marathas a preliminary and definitive treaty of peace with the commissioners of Tippoo Sultan, by which the latter Prince ceded half his dominions, and agreed to the payment of £300,000 for the three and a half Powers for the expenses of the war, and to deliver up two Christian slaves, hostages for the due performance of the treaty. His health having suffered by his residence in India, Sir John Kemmaway retired to England in 1794, was promoted to be Major and subsequently Lieut. Colonel by the British Majesty's service in India. The East India Company in 1806, under the sanction of the Board of Commissioners for the Affairs of India, conferred upon him a pension of 3000 per annum as a reward for his service.

In Dublin Lieut W Johnston, h.p. 51st Regt.
At Cologne, Capt R Fitzgibbon, h.p. 17th Regt.

On 2nd instant Lieut Colonel Richard Gribble (R.N.) has in the morning at 11 o'clock expired suddenly in the 24th 50th Lieut and 70th Lieut, with the highest credit to himself and to the service. No one ever met a happier or braver officer commanding others, and a cheerful man, and which never for a moment left what is due to himself, and to his officers, and to his so loved wife, that each felt in him a friend. He while paying the respect to his (Colonel) to one could more graciously than usual what was due from himself to his duty as a body of gentlemen.

In the late unedimented, which he used his credit to public usefulness, it will be long, very long remembered, and we believe it was during his command that the firm foundation was laid on which his present high and illustrious state.

He retired from active employment in 1824, from which period to that of his early and deeply lamented death he remained in the enjoyment of domestic retirement, respect and honor, by all which had the happiness of knowing him.

His admirable qualities as he held command were appreciated by the General, and were fully his civil success by the officers of the 7th Infantry and 1st Regiment on the promotion of Sir J. Blakeney and the retirement of Colonel Rice, but he preferred retirement and he left it doubtful which state he most admired, that of a Commander in Chief of a Regiment or of an English country gentleman.

In 4, at Tersey, of scarlet fever, Lieut R W D. Hume, of Rifle Bn., etc.

In 5 in Scotland, Capt Sir James Dunbar, Bart. R.N.

In 6, at Belfast, Lieut Edward Francis Moore, h.p. 93rd Regt.

In 7, at Stranmore, near Plymouth, Lieut Colonel Geo. J. Roby, late Royal Marines in his 72nd Regiment. At a very early period of his life he was promoted to the rank of Lieutenant by his Majesty in Council, for his distinguished conduct in the long and sanguinary action between

the Serapis and the American squadron under Paul Jones, and was (most probably) the last survivor of those who fought on that occasion.

In 9 at the Rectory, Llandwrog, North Wales, the Rev Wm Griffiths, Chaplain, R.N., and Rector of that parish. The Rev Divine served as a Chaplain on board the Brunswick on the glorious 1st of June, and was for many years Chaplain of Pembroke Royal Dock Yard, where his industry and truly Christian character endeared him to the hearts of his numerous hearers.

At Kingston, Mr J. L. Dormer, Master R.N. late of H.M.S. Rumburgh.

In 10 at Colne, Lieut Geo. Iwer, h.p. 1st Foot Bn., Minister at that place.

At Leeds, Assistant Surgeon Alex. Colander, 6th Regt.

In 10 at Chelsea, Colonel Robert Hall, in the 4th Regiment of his age. Colonel Hall entered the service as Ensign by purchase, in the 72nd Regiment in 1780, and shortly afterwards that Regiment at Gibraltar where he continued to serve during the entire remaining period of the military service, his term, therefore, on the 1st of June 1803, when in 1843 he was, on a furlough of the establishment placed on half pay. He afterwards was exchanged into the 53rd Regiment in which he purchased a Lieut. Colonel and served in several wars.

In 1843 he raised an independent company, and was attached for a short period to the 25th Regiment. In 1844, he embarked in an enterprise in service within the United Kingdom, and which service he perfected in the anticipated short space of eleven weeks from the date of leaving the office, displaying in activity of mind and energy of character that have seldom been surpassed. Immediately upon the completion of the Regiment, therefore, he was promoted to the Division and Cornwall Colonels. It was on his return service to Ireland, where it devolved upon this Colonel to mould and discipline this crude mass of heterogeneous materials. The Regiment arrived in Ireland, and from the commencement of 1793 till the middle of 1802 embracing the entire period of the last unhappy rebellion with credit and efficiency, having frequently received the marked commendations of the General Officers in command of districts. The present General, the Hon. W. M. Maitland was his Lieut. Col.

The Regiment returned to England in 1802, when on the reformation of the Army consequent on the reformation of the Army was disbanded.

In 1802 Colonel Hall submitted to the Government a plan for cultivating the waste lands of the United Kingdom, by means of the military then about to be disembodied. His design was to return these forces in concentrated masses, locate them, by encampments under canvas, until their own labour should have constructed huts, a sun like summer sufficing for this purpose, under their officers on extensive ranges of unimproved districts—such, for instance, as Lymington and Dartmouth, and while the efficiency for the defence of the Kingdom might have been preserved, the principal portion of their time was to be devoted to the cultivation and enclosure of these lands the formation of roads and communications through the same. Thus it was calculated that every few years would not only have rendered those lands productive, and repaid the outlay, but would also have returned a very considerable surplus revenue to the nation. If some such plan had been adopted, the country would not now be burthened with its army of pensioners of not fewer than eighty-two thousand men, absorbing something over a million of revenue.

A great proportion of these men, at the time

of becoming pensioners, were still efficient as labourers, and, in lieu of pensions to continue for life they might have received a regulated quantity of the land thus brought under cultivation. This plan even still might not be unworthy of being worked out into a practical system.

Colonel Hall lost one son in the Service a lieutenant in the Royal Welsh Fusiliers, killed at the battle of Albuera in 1811 and another a midshipman in the Navy drowned at sea. Three daughters and four sons are left to mourn the loss of this veteran officer.

Jan 13, at Lieut James Stevenson late of the 1st Royal Veteran Battalion aged 76.

Jan 13 at Hammsmith Commander George Minnie Sutton R.N.

Jan 15, at Dublin Castle Colonel the Hon. Wm. John Gore, brother to the Earl of Ailmon, in the 69th year of his age.

Jan 17 suddenly in London Lieut James Reid R.N. This officer entered the Navy as a

volunteer of the First Class in 1804 at a very early age, and was one of the Aides de-camp to the good Lord Collingwood at the ever memorable battle of Trafalgar. He afterwards served during the whole of the war as midshipman and lieutenant; he was engaged in many bold actions under the late Capt. Umley and in one or two occasions was the means of saving the lives of men who had fallen overboard, at the risk of his own.

At the peace Lieutenant Reid like many other officers joined our Mercantile Marine where he was employed for some years in various parts of the world.

At last he was employed in the Coast Blockade and Coast Guard Services. In the latter he received an injury to his health from which he never recovered. He got it by saving at the imminent risk of his own life the ship Indivicta of Gloucester her crew and cargo for which services he received from Lord's then Silver Medal.

METEOROLOGICAL REGISTER.

KEPT AT THE OBSERVATORY OF CAPT. W. H. SMYTH, AT BIDEFORD.

DEC. 1835.	Sixths the thermometer		At 5 P.M.			Thermometer Inches	Evaporation Inches	Winds at 5 P.M.
	Maxim Degrees	Minim Degrees	Barom Inches	Thermom Degrees	Hygrom Inches			
1	50.5	47.1	29.41	50.5	776	—	062	S S W It br m, mif day
2	50.8	48.4	29.57	49.7	789	—	050	S S W It mns l ant day
3	50.7	43.9	29.70	43.0	741	—	042	S S W It mns l ant day
4	48.9	44.0	29.83	45.8	700	—	030	S S W It br & hu
5	49.0	40.8	29.90	47.2	726	—	033	S S W It br & hu
6	43.7	42.3	29.25	43.0	758	0.024	—	S S W It mns l ant day
7	43.8	40.0	29.24	41.4	760	—	—	S S W It mns l ant day
8	40.4	40.0	29.34	40.3	770	—	—	S S W It mns l ant day
9	42.1	39.3	30.12	40.7	792	—	061	S S W It mns l ant day
10	39.8	36.5	30.3	38.9	714	0.160	—	S S W It mns l ant day
11	37.8	32.0	30.20	38.8	692	—	—	S S W It mns l ant day
12	37.3	32.8	30.25	37.0	728	—	—	S S W It mns l ant day
13	37.5	31.3	30.30	37.3	733	—	—	S S W It mns l ant day
14	39.5	29.0	30.31	39.5	760	—	—	S S W It mns l ant day
15	38.0	37.2	30.41	38.0	763	—	—	S S W It mns l ant day
16	41.0	39.3	30.35	40.4	770	—	—	S S W It mns l ant day
17	41.3	36.5	30.25	39.7	772	—	—	S S W It mns l ant day
18	42.8	38.8	30.06	42.1	763	—	—	S S W It mns l ant day
19	42.7	38.2	30.06	40.8	744	—	—	S S W It mns l ant day
20	42.1	34.0	30.07	35.8	726	—	—	S S W It mns l ant day
21	42.5	31.0	30.23	34.4	698	—	—	S S W It mns l ant day
22	42.3	30.0	30.47	34.3	716	—	—	S S W It mns l ant day
23	34.8	27.7	30.50	30.8	722	—	—	S S W It mns l ant day
24	31.9	24.3	30.49	29.9	739	—	—	S S W It mns l ant day
25	30.9	23.8	30.37	27.8	740	—	—	S S W It mns l ant day
26	30.2	23.5	30.36	25.0	720	—	—	S S W It mns l ant day
27	31.6	22.8	30.25	21.6	719	—	—	S S W It mns l ant day
28	32.5	31.0	30.07	21.5	807	—	—	S S W It mns l ant day
29	32.9	36.0	30.27	32.7	840	—	—	S S W It mns l ant day
30	40.5	31.5	30.32	37.4	836	—	—	S S W It mns l ant day
31	40.7	33.3	30.34	36.3	150	—	—	S S W It mns l ant day

MARITIME SIGNALS

THE apathy with which seamen in general regard the subject of signals leads one to look with a degree of surprise on the exertions of those who devote their attention to a matter of such indifference, and whose labours are, perhaps after all, to be submitted for approval or rejection to others, who never having bestowed their attention on a peculiar branch of naval matters, are incapable of forming a correct opinion when the subject comes before them.

It is certainly somewhat strange that signals should not be viewed by the officers of any rank in the Navy, even to the Admirals, with whom they might be supposed a matter of almost personal concern, with an interest proportionate to their importance; yet some consideration of the circumstances will at least prepare us to expect such a result. The grounds then of such an expectation we conceive to be,—

1st The want of individuality in the spirit of the regulations of the Naval Service, by which it comes to pass that the attention of the Officers is taken up with ever-varying details, to the exclusion of the general points of service, and,

2ndly. The clumsiness and inefficiency of the signals adopted by authority, by which it necessarily follows that, the Officers brought up to work a vicious system acquire no ideas on the subject, but such as are imperfect, or altogether erroneous.

With regard then to the first of these heads. It is unnecessary to remind the professional reader, that the mere details of the public service are not carried on exactly in the same way in any two ships in commission at the same time. Too servile an adherence to particular forms in unimportant matters would indeed be detrimental to the service in one of its important points—dispatch, but it is generally the principle of the regulations of one ship which differs from that of another. In one ship neatness of appearance, in another quickness (smartness), in a few efficiency, is all in all. The Captain insists on having matters so and so, because he likes it, his Lieutenant remonstrates, because it was not so in the last ship. Moreover, the Naval Instructions themselves are ever and anon undergoing alterations; it is therefore scarcely to be expected that the attention of the profession should be found to rest for any time on a grand point of the general service.

Every one at all acquainted with business, public or private, is aware how much is effected by the perfection of routine, accordingly it happens that those ships generally are the best regulated throughout, in which the quarter bills, station bills, &c, are composed with the most care. That a uniformity of system should be more generally followed no one can therefore doubt, but the mode or extent of its adoption is another matter, and this perhaps will be best and most permanently effected by the gradual promulgation of the practice and opinions of able and experienced officers. On this account we attach a very high importance to the excellent work of Captain Glascock, which, besides acquainting each class of officers with its peculiar details, teaches the more difficult matter of combining the utmost energy and dispatch of the public service, with the greatest care and consideration of the men.

That the above is one of the grounds of the apathy about signals we

are the more strongly inclined to believe, from finding tactics, a branch of the service inseparably connected with signals, in exactly the same case. The acquisition of any knowledge whatever on this important subject is left entirely to the discretion of the individual; nor is it at all necessary that he should ever betray the slightest symptom of knowing one manœuvre from another, from the time he enters the service till he hoists his flag. No system is sanctioned by authority, or adopted by general consent, by which a beginner may teach himself the elements. The evolutions actually adopted in the Navy are contained in the signal-book, whose thumbled and dirty leaves are, by a fiction of naval administration, supposed to be concealed from the profane eyes of all but the Captain. The signal-book, however, tacitly takes it for granted that the subject of tactics must itself be understood, before an officer would employ the signals relating to evolutions. This doctrine is explicitly laid down in the "*Tactique Navale, à l'usage de la Marine Française*," 1832; which work, as it contains *eighty-four* evolutions, we shall quote no further, for no man can recollect eighty-four evolutions, by number and figure, unless he thinks of nothing else, and no one can practise what he does not recollect. Captain Glascock, in his new work alluded to above, has inserted as the elements of tactical manœuvres, the greater part of the evolutions given by Rear-Admiral Raper, in his signal-book. These are all that are convenient, and no more than are necessary.

We now come to the second head, or the evil consequences of bad codes to the service at large—on which we shall first observe that a man of reflection, who is accustomed to employ his faculties on professional points, and to reap from his labour the fruit of a better understanding of the subject, turns with disgust from a mass of heterogeneous details, without principle and without design, which addresses itself to the memory, and in no way to the understanding, and which after all, leaves the proficient as liable as a beginner to confound a signal relating to "enterprise of great pith and moment," with a communication trifling or even ridiculous.

The Code of 1815 opened the flood-gates of loquacity; it was the death-blow to *conciseness* and *precision*, the very essential qualities of signals; and its effect on the minds of the officers at large has been to lead them to overlook altogether the very use and intention of a Code of signals, and to estimate that one as the best which offers, no matter at what expense, the most direct facilities for unbounded talking. For many years the question was scarcely ever so much as asked, if a communication was in the signal-book; the orders were "Telegraph it." The consequence of this was utter confusion and uncertainty respecting the nature of a signal when first seen; one officer might hope for some intelligence of the enemy at last,—another, less ardent, might think it probable that the Captain was merely telegraphing a friend, for the loan of a sheep or half a pig. It is easy to conceive what kind of critics in signals a school like this must tend to form.

It would be difficult to assign the cause for this passion for telegraphing, unless it is that a taste for gossip increases with the consumption of tea. Lord Collingwood was particularly hostile to this prattling by means of symbols which should never be displayed but for important purposes; and it is recorded of him that he expressed considerable impa-

tience, during the time that Nelson was making his memorable signal, until he learned its complete import, when he said, "Great man ! I forgive him."

In the merchant service signals are in still greater neglect, and it is by no means a rare case for a vessel to have Capt. Marryat's signals on board without ever using them. This indifference, however, is much more easily accounted for than in the Navy. The master of a merchantman has one undivided object in view—to make his voyage ; he has no community of purpose with one vessel in a hundred that he meets at sea ; with him signals have no connexion with any other subject, as they have with tactics in the Navy ; and having no motives for using them on ordinary occasions, he seldom has recourse to them except when driven by necessity. The only inducements of any weight for a master of a merchantman to employ signals are those which Capt. Marryat has laid down in his system, which are those generally in use in the merchant service : these are, the agonizing sensation which a master of a merchantman must experience on seeing a vessel running into danger without any means of warning him of his fate ; and the gratification which intelligence of a vessel having been seen on a given date conveys to the owners and relatives of those on board ; to which he adds, making known his wants.

In 1828 the present " Admiralty " Code was adopted ; it is admitted to be an improvement on the preceding. In the same year, Rear-Admiral Raper published his " System of Signals." This, which is purely numeral, differs from all that have appeared, before or since, in being founded and completed on one principle ; namely, that the *combination* of flags and pendants which compose a signal indicates the *subject* to which it relates, while the numbers of the individual symbols indicate, as usual, its *number*. Thus, when a signal is seen, it is instantly known whether it is, for instance, a signal "*from a ship in chase*," or "*to a ship in chase*"—"a compass signal," "a signal of distress," &c. The *number*, which has always been primary, is here, therefore, secondary ; and if the colours which express it are not at once made out, the signal is hauled down and *replaced* by the *numeral distant signal*, expressing its number. The nature of the communication is thus established at once, independent of subordinate considerations, and the greatest certainty obtained. The distant signals, therefore, instead of being a separate body of signals of limited extent, and of different numbers from those of the code, are to the code itself precisely what the colours of the symbols are when they are visible.

This principle has, besides, the property of greatly increasing the *extent* of the code : for instance, three numeral symbols produce ordinarily 999 numbers ; but when three symbols consist of both flags and pendants, they produce by that method as many times 999 numbers as they afford interchanges of position. It is not necessary to enter further into this code, or its details, as the subject has already been discussed in No. II. of this Journal, and by the author of the Naval Sketch Book. This code, however, was rejected, in 1815, in favour of one which was charged with every defect. Its second rejection, on the adoption of the code at present in use, with other circumstances, led the author to publish it.

Capt. Marryat's system employs sixteen symbols ; it is numeral but

irregular, having no substitute numbers. He makes, by one signal, the name of a man-of-war or a merchantman, of which his list contains about 3000 numbers. But it is singular that the very signal which is assumed as the chief argument for the necessity of such a work, viz., to warn a vessel that she is running into danger, is not at once to be found. We shall make a few remarks on this code, which appears very well adapted for its purpose, in order to show that the principles on which a code should be composed are, nevertheless, not so generally diffused as they ought to be.

Many of Capt. Marryat's signals of consequence are postponed in his table, to be expressed by three symbols, while others of less importance are expressed by simpler and more distinct signals. This is the consequence of preferring the arbitrary order of the alphabet to the natural order suggested by the importance of the signal. Thus, "Do you think it accurate?" is expressed by two symbols, while "Chaser is an enemy," requires three. It is sometimes very difficult to make out the lowermost of three or more symbols, yet the whole purport of the signal generally turns on this most difficult distinction: thus, for instance, we have "Water is very shoal," "Water is *not* very shoal," immediately succeeding each other; whereas the difference of these two signals is just that of being afloat or being aground. The pernicious influence of the telegraph is apparent in the arrangement of this work; the "auxiliary verbs" (which take it for granted that the school-master is at sea as well as abroad) precede ship's stores, as if it was not of more consequence that a ship should be able to make a few distinct signals concerning defects of stores, than that the master should be able to revel in the luxury of grammatical inflexions.

Next after announcement of the enemy, warning of danger, and a few others, the signals which are made at sunset, "The course to be steered," "Rendezvous in case of parting company," "Bearings and distance of the land," are those which ought to be exhibited with the greatest distinctness.

Capt. Marryat has had the judgment to exhibit his important signals without any distinguishing signal.

We shall now consider the revival of a project first set on foot, we believe, in 1806, by Mr. Squire, Master R.N., for a code of signals for all nations. The codes before us, to this ambitious end, are those of Capt. L. J. Rohde, of the Danish Navy, and Lieut. H. C. Phillips, R.N.

The design of a universal Code of signals at sea, seems to us nearly as impracticable as Volney's project of a universal language on shore; but it is one step nearer practicability, for the alphabet or symbols are already pretty well agreed upon. That occasions occur when such a communication may be a matter of convenience, if not of necessity, we admit; but that two ships of different nations should derive any advantage from a dialogue on the high seas about the state of the market, or that they should proceed to supply each other with stores, or interchange each other's commodities by the help of bunting only, without understanding a word of each other's language, is, at least in our opinion, chimerical. Certain signals of urgent necessity, and possibly some few others, should, we think, be universally adopted by authority; but that beyond the *minimum* agreed on for these purposes, Government ought not to extend its sanction. "Distress," "Intimation of danger,"

"Bearing and distance of land," would go very near to complete our code of universal signals. The authors before us give signals of longitude. Two vessels meet at sea, one reckons her longitude from Paris, the other from Greenwich, or elsewhere, according to the tables she has on board; therefore, before vessels could be exposed by authority to such dangerous mistakes, the authorities themselves must agree on a first meridian; and, moreover, no longitudes must, on any account, be suffered to be used, except those which are given in the signal-book. Capt. Rohde has adopted Greenwich; and the French, in patronizing his work, have recognized the same meridian.

While the ships of the same nation, with a common language, and sometimes a community of objects, think it not worth the trouble to use a convenient and authorized code, we really think that some other motive than a few shillings difference in price will be required to rouse their attention to the advantages of a communication of a more remote nature. But admitting, for argument sake, such a code to be useful, we shall still resolutely oppose a single item beyond matters purely professional—such as a general vocabulary, telegraph, or the like. When our captains of merchantmen, forgetting the singleness of purpose with which they now perform their voyages, shall take to stopping on the high seas to interchange political information, or to talk over things in general, it will be high time for the owners to look out for others less chatty.

Captain Rohde's system comes recommended by high official attestations—two Danish Colleges and a Direction, and a French Commission. The first thing to be examined in a code of signals is the method itself; the second, the fitness of the signal-book for immediate use, in point of arrangement. This system is tabular, or as it is called, a system of double signals; that is, Nos. 1 and 2 are composed of two symbols; Nos. 3 to 14 of three symbols; Nos. 15 to 40 of four symbols. We unhesitatingly pronounce this, at the outset, the very worst system that can be devised—the decision of the above authorities notwithstanding—that it is "*parfaitement utile*" (ours is a French copy); that "*il (le College de Commerce) ne peut que désirer qu'il soit généralement adopté,*" and that it is of "*l'utilité la plus efficace,*" &c. In the numeral system the numbers of the symbols are *themselves* the number of the signal, which is accordingly found at once; but in the tabular system the individual symbols have nothing to do with the number assigned to any signal in the book. The numeral system is easy, natural, consecutive; the tabular is crabbed and artificial, and there is no natural connexion between any two signals from one end of the book to the other; moreover, it is foreign to the practice of our seamen—so it has no chance here.

We shall enter into no further details of the method itself; but as the work is introduced to the world under extraordinary patronage, we shall look somewhat closely into its fitness for use. Captain Rohde confines himself to two national flags, any other flag, a pendant*, or

* Anything else would do as well as a pendant; and on this hint we beg to remark that a very efficient code (we are quite serious) of numeral signals may be composed thus:—A jacket made fast by the cuffs, No. 1; ditto by the tail, No. 2; a shirt fast by the wrist-bands, No. 3; ditto by the tail, No. 4; a pair of trousers or galligaskins, fast by the knees or feet, No. 5; ditto by the brace or waistband buttons, No. 6;

something different from a flag, and two white flags,—or, lastly, two shirts. Every communication, except the most urgent signals, is preceded by a signal, which differs according to whether the vessel is going to make signals by the great code, or the small code—which latter is composed solely to meet the case of a vessel which happens to be provided with only *one* national flag, instead of *two*. It is impossible not to deplore this waste of time, labour, and ingenuity, in attempting to make a complete system of signals out of nothing.

The first striking objection to this signal-book is the difficulty of identifying a signal when seen, by any person not thoroughly versed in the whole code—in fact, no such person can meddle with it, for there is no general view, nor any specific directions how to go to work to find a signal in the shortest time. The numerous forms are distributed over five different tables, one of which affords a further choice of “*P’un ou l’autre*,” p. 186. The vice of the tabular method is no where more apparent than in the “*Signaux à l’usage des pilotes*,” p. 220, addressed to vessels in danger. Here are twenty-four different forms, without apparent connexion, puzzled by the introduction of symbols of indefinite shape (for all table-cloths or sheets are not of the same form), and by unequal distances between them; and on the proper identification of which, in a moment of intense anxiety, depends her steering to port or to starboard—her salvation or her destruction! Oh! French Commissions and Danish Colleges!*

The test of the fitness of a signal-book for use is to take a case. Suppose a man overboard, we look naturally to signals of urgency. Being disappointed, we read the contents of the eighteen chapters, “Navigation,” “Countries,” &c., without success. At length, by the time the man is drowned, we succeed in finding it in the introduction, duly preceded by “Points d’Abbreviation,” and “Fractions.” The signal directed is, to dip the ensign repeatedly till answered. This is objectionable; for the ensign may be dipped half-a-dozen times to shake a rope-yarn out of the signal balliard block, and before it is answered the man may be lost. The same difficulty occurs in looking for many other urgent signals. Many of the signals of public import are redundant; those of particular domestic intelligence ought to be entirely suppressed. The signals, the lists of stores, &c., are very complete, and evince great labour; and the author introduces nothing but specific signals, or spelling. It is a pity to see such a work sacrificed to attempting a code out of impracticable materials.

Lieutenant Phillips employs six symbols, and his system is numeral to this extent; besides these he uses a weft and a “local” symbol. The symbols are distinguished by shape, and may be of any colour.

The book is very small, and has an alphabetical index, which some say is the best part of a book; and the arrangement of the sentences by subjects is the one to be preferred.

One of the first objections against the plan or arrangement of the signals is, that the author uses a distinguishing signal elsewhere, or makes a double signal. This was unavoidable in a partial numeral

a hat and a pair of stockings, Nos. 7 and 8; a sheet or blanket, No. 9; ditto with a hole in it, the cipher.

* We learn, while writing this article, that this system is under trial. Really this is very like sending for trial to Greenwich Observatory a chronometer that will not go.

system of so few symbols. But the vocabulary is favoured with exemption from the double operation. This is one of the perverse consequences already alluded to, of the telegraph having taken such hold of people's minds as to make every thing else subordinate to itself. In this small system no less than 166 of the most conspicuous signals are thus abstracted from the efficient part of the code. Certainly the author cannot believe it agreeable to the fitness of things that a man or two, and a boy, on the deck of a merchantman in a sinking state, should be obliged to show two distinct signals to make their case known, with perhaps a pair or two of halliards carried away—to say nothing of a mast; while such is the luxury of convenience allotted to the vocabulary (that is, the telegraph), that the word *self*, which could never be called into action till matters of consequence had been settled, is expressed by merely two symbols. Thus is thrown away the only advantage a confined code possesses, namely,—that of exhibiting a few signals with great distinctness.

To test the adaptation of the book for immediate use: suppose two vessels passing each other in opposite directions at a great rate with the wind abeam: the master of the one, perceiving that the other is running into danger, as on a shoal or under a battery, is anxious to warn him of it without loss of time. The first reference is of course to the index, where danger is referred to in three pages, viz. pp. 1, 3, and 6; these are examined without satisfaction, until we perhaps take up at length with “You will be aground if you continue.” Now if all this time we had begun to read at No. 1, which no one in haste would ever think of doing, we should have found the signal at No. 3. Thus, it seems, generally that urgent signals, though probably not altogether the last things thought of, are the last admitted to have any influence in the arrangement of the Code.

Again, we have a man overboard, No. 1425, and a ball elsewhere. We are in danger, No. 1245, and a ball elsewhere:—which signals, with numerous others, should at least have been exhibited in only one place.

Lieut. Phillips's Code is intended, as we have said, for universal communication. Accordingly the author makes arrangements for translating his vocabulary into other languages. The idea of a ship communicating, by signal, to a foreigner, a sentence, is quite reasonable, though, for ourselves, we think it neither necessary nor expedient, beyond very narrow limits; but the communication of successive parts of a sentence to be translated, step by step, we consider impracticable, because it would, we conceive, open a door to numerous mistakes.

The arrangement of the geographical tables we consider defective. We have England, for instance, appearing at different places; accordingly, we were not successful in finding the Rame head.

The author distinguishes Part II. of the geographical table by throwing a west over a ball, and Part III. by a ball over a west. That a ball or a west should be used as a distinguishing signal is an old idea; but that the ball and the west, when combined together, should indicate a *different* signal, according as the one is *over* or *under* the other, while the *number* of the signal is the same in either case, is, without doubt, the principle of combinations as laid down by Admiral Raper. The manner of applying the principle here is different from the Rear-

Admiral's as, in the code of the latter, the whole is one signal. This principle, it is to be observed, gives Mr. Phillips's Code an increased extent, which otherwise he might have found it difficult to obtain. This coincidence, together with some others,—as the use of a ball to denote that the signal is not made out, (a signal of which the necessity has been duly felt, and which has been adopted in his Majesty's Service,) would have led us to the inference that the author was indebted to that code for sundry valuable hints. But as he makes no mention of the name, and expresses publicly his acknowledgments to the codes of Sir H. Popham (to which, by the way, his own is diametrically opposed at the outset) and of Capt. Marryat, we were unwilling to suppose he would not extend the same courtesy to others; and that the name of the author who alone could, as we have seen, be of any service to him, in teaching him how to obtain the greatest efficiency out of his small set of symbols would be the only one passed over in silence. We attribute, therefore, these coincidences to the gradual promulgation of the ideas originally made public by the Rear Admiral, and which, in process of time, will have that influence which good opinions are sure in the end to obtain over bad ones. We are the more assiduous in calling attention to these points, not only because *tulit alter honores* is the complaint of almost every one who invents anything, and that we are disposed to do justice when we can, but because this Journal advocated the Rear-Admiral's Signals on their first appearance, as the best; and the succeeding eight years have produced nothing equal to them.

Lieut. Phillips makes no ship's numbers. To express a ship's name is one of the first objects of a home-code. If the seaman cannot do it by one signal, he will hardly attempt it at all; for the spelling of such names as the "Two Brothers," the "William and Mary," the "Shubenacadie," even in the finest weather, is a tedious business to any one not smitten with the love of telegraphing. It is evident, therefore, that both Lieut. Phillips and Capt. Rohde, in aspiring at codes of universal communication, have sacrificed the efficiency of their Codes in their respective nations,—that is, in aiming to make signals which may not be wanted once in a hundred times, they have deprived themselves almost of the possibility of making those which offer one of the few motives that may induce a master of a merchantman to supply himself with a Code at all. This, we apprehend, is a very forcible argument against the probability of the adoption of a code of universal signals, at least in the forms before us at present.

For home purposes we prefer, on grounds already given, Capt. Marryat's Code to Lieut. Phillips's,—for foreign purposes, however, Lieut. Phillips's to Capt. Rohde's, without any comparison. Both the latter, we think, employ too few symbols; a certain number of symbols is necessary for a certain degree of efficiency. As to difference of price, what is inefficient is worth nothing at all; and we hope these considerations will convince the most sceptical of our readers of the impossibility of doing the impossible in signals as well as in everything else.

We have now given a somewhat searching, and, we trust, impartial view of certain codes of signals before the public. It will be seen that their defects arise chiefly from not observing to assign to the signals of greatest *urgency* or *frequency* a corresponding distinctness in the exhibition; and that the defects of the signal-books themselves are chiefly

owing to not duly preparing the work for immediate use by persons not previously versed in the system. We have made frequent allusions to the Code of Admiral Raper; and we are free to confess that we are indebted to him for our code of criticism, and that the grounds on which we have examined these Codes are those on which his signal-book is framed. Admiral Raper's principle of combination, on which his system is founded, is not merely the best, it is the *sole thoroughly efficient* method that has been proposed. By this, every signal whatever, seen flying, is at once a complete colour signal to those ships near it, and a distant signal, calling attention to a certain subject, and wanting nothing but the particular number to those out of the range of colours. This establishes communication at the greatest distance, and with the greatest certainty, in the least time. Its fertility has already been noticed; and being purely numeral, and in consequence rejecting all extraneous aid of telegraphic flags, distinguishing symbols, &c., it is equally easy and decisive.

In referring, therefore, to our assertion in No. II. that this was the best code that had yet appeared, we feel that we are no way compromising our professional credit on the present occasion, by declaring our belief that, taking into consideration the purposes of a Code of Naval Signals, and the materials of communication, it is the best arrangement that can be devised.

PROMOTION BY PURCHASE.

• What can ennoble knaves, or fools, or cowards? —PORTER.

A LAW of necessity obliges all writers who have questioned the value of existing practices, and tried to establish new ones, to defend the views they have advanced against every adversary that may start up against them. Be the assailant strong or feeble, be he like Demosthenes in eloquence, or only like the orator mentioned in Tom Cribb's Memorial, who

“Dealt out his small beer, with the air of a chap
That believed it himself a prodigious strong tap,”

he must still be answered. The world are so unwilling to believe that they have ever upheld abuses, or admired absurdities, that they not only resist conviction to the last, and applaud the poorest arguments when brought forward in support of received opinions, but seize with avidity any opportunity which may enable them to steal back into the quiet of self-satisfied darkness. Every impression made on the public mind in the cause of truth, must, therefore, be followed up; for light will not spread and become general till the public grow ashamed of their blindness. It is on this account that I solicit the insertion of some remarks in answer to a letter signed “*Britannicus*,” which appeared in your last Number. Many of your readers will, I hope, think the reply superfluous: the merits of the question seem pretty well decided already; but it is right to exhibit the system in its full and naked feebleness, by showing how feeble and helpless are the best arguments that can be brought forward in its support. The words of *Britannicus* shall serve, therefore, as the heads of chapters to another, and I hope concluding article, on the important point which we are discussing.

It is not very long since the practice of selling military rank, established in the British army, was lauded as the most perfect contrivance ever devised by human sagacity. One set of sycophants were actually base enough to tell us that officers of fortune were delighted to see themselves purchased over by men of wealth. According to them it was altogether charming and pleasant to be trampled upon by gentlemen who had plenty of money in their pockets. When, some years ago, your Journal exposed to shame and scorn so unworthy a sentiment, a sentiment that ascribed a total want of all manly feeling to every officer who happened not to be rich, then the economist took up the cause of purchase, and maintained it on the noble plea of its saving money: it would melt the iron heart of Joseph Hume himself. How much blood might be expended in attempting to save farthings entered not into the speculation of these men, and was a point above their conception; for avarice looks only at one side of a question. Then came arithmeticians, who gravely assured us that purchase hastened promotion; to which horse-marine logicians exultingly added that it checked patronage, and was, therefore, perfect. And yet, will it be believed, a system "so great and so glorious" is, nevertheless, in danger of losing credit from certain strictures that appeared in your Journal of November last, unless some "challenge," which I am not aware of having given, is speedily answered. Your correspondent "Britannicus," to avert from the army the dreadful calamity of merit ever taking the lead of gold, has, therefore, entered the lists against me. I am in courtesy bound to do battle; so with the old war-cry, "St. George for merry England!" here goes.

First. I am accused of having raised a structure of "declamation and "raillery." As to the declamation, it would have been better, and more courteous, to have shown it at the end, instead of asserting it at the commencement, and then coming short, perhaps, with the proofs. And, as to the raillery, I spoke in sad and sober earnest, and the fault is not mine, if the system appears ridiculous the moment it is placed in a proper point of view.

Britannicus objects to my illustration of unattached chancellors and judges as inapplicable, though I had expressly stated that they were to be "good honest men," because, as he says, "it is known to every "military man, that a recommendation and certificate of qualification "are necessary preliminaries to the purchase of promotion." And this is seriously brought forward to prove the fitness and merit of persons promoted by purchase! It shows to what kind of arguments the upholder of a bad cause must resort. No person can, I believe, be promoted, by purchase or otherwise, without being recommended. The question is, what are the qualifications required to obtain such a recommendation, and who answers for the judgment of those who recommend, considering how they also obtained their rank? Where is the standard of merit by which recommendations are to be regulated? Is it not avowedly enough, in order to obtain a recommendation, that a man should be able to dress according to the latest regulation, and to keep his footing in ordinary society; that he should be able to perform the manual and platoon exercise, and put a battalion, mechanically, through some of the field-movements, if called upon?—the knowledge and capacity evinced by the last two branches of modern

military science being equal in amount to one-thousandth part of what the youngest midshipman must give proof of, before he can work his first day's reckoning. Provided a candidate for purchase equals the lowest and least meritorious person promoted by purchase, he has, in justice, a clear right to demand from his Commanding Officer the necessary recommendation: as a recruit is passed if he comes up to the standard. And have military men never known unfit and incapable persons promoted by purchase? But that is not the fault of the system, says Britannicus, "it is the fault of the persons who 'apply its principles.'" It was the system, however, that placed these incapable persons in their responsible situations; how is this dilemma to be got over? The truth is, that no Lieutenant-Colonel can, in justice, refuse to an Officer an ordinary recommendation, unless there are strong and direct grounds of objection against him: and as matters now stand, with Lieutenant-Colonels promoted generally by purchase or patronage, his is perfectly right. The absence of talent, genius, character, manners, conduct, high feeling, and the knowledge that can properly sway and control men, forms no objection, provided the candidate pays his mess bills, preserves distance and covering on parade, and goes smoothly through the world: how he will look and act in the hour of trial, when the lives of subordinates and the credit of the country may depend upon his conduct, are points that nobody asks about. And yet every Peninsular Officer recollects how much was constantly made to depend even upon the conduct of mere subalterns. To say nothing of piquet, outpost, and other duties that devolved upon them before the enemy, more than half the trying and important detachment duties of the army fell to their share; and more than inconvenience and suffering was at times sustained by neglect, ignorance, and inattention. In quiet quarters, these gentlemen have a pleasant life of it; but in the field, they have enough to do, if they act up to what the service has a right to demand from them. This is fully illustrated by the words of Alexander: "No situation can be so trifling," said the world's great victor, "as not to require wisdom and virtue in the performance of its duties." But wisdom and virtue are not necessary to obtain promotion by purchase; the absence of active vices, and absolute incapacity, is sufficient; and men may be very, very far from possessing wisdom and virtue, though neither grossly vicious nor absolutely idiotical. I have purposely spoken of subalterns, as it is evident that the responsibility of Officers rises with their rank, and a Lieutenant-Colonel has already, in time of peace, the comfort, happiness, welfare of six or eight hundred soldiers to answer for: it is necessary to have been in the field, to know the dreadful weight of responsibility which then rests upon the Commander of a regiment. Yet every body has known, even in that high rank, men totally unfit for their situation: we have seen some forced to leave the service, after having for years been the torment of their subordinates; others passed through the dangerous grades, or retired, with all their blushing honours about them: they had obtained the recommendation on which Britannicus lays such stress, and had also obtained the power of recommending others.

"Your correspondent further wishes to be understood that the cause of all our military failures during the late wars is to be found in the same faulty mode of promotion. But mere assertion, and the enumeration of unsuccessful enterprises, prove nothing. With equal propriety

"might the disastrous retreat from Moscow, and other failures of the French arms, far more signal than any he has adduced, be alleged against the system by which the leaders, on these occasions, were raised to command, and which is supposed to have been one exclusively of merit."

I did not say "all our failures," and must again beg that gentlemen will read before they criticise. I distinctly specified a number of failures, to which more might have been added, had I felt inclined to augment the list. The reason I assigned for tracing those failures back to our system of promotion may possibly not be a just one. Britannicus should have shown its feebleness, to say that I rested on assertion alone, is simply to confess that your excellent correspondent did not read the passage which has called forth his critical acuteness. The argument attempted to be drawn from the French reverses shows so great a want of ordinary discrimination, that I rather suspect Britannicus is, after all, only quizzing the system which he so gravely pretends to advocate. The British failures specified can, for the reasons stated, be ascribed to our system of promotion only, because there is no other way of accounting for them: there were neither hostile elements, nor formidable armies to be encountered. The French, on the other hand, experienced their reverses, generally speaking as far as we know them, in contending against formidable armies, fully capable of balancing with them the fortunes of the field. In none of the Continental Armies was promotion sold, and as victory could hardly fail to declare itself for one party or the other, the appeal to the French reverses is about as irrelevant as an appeal to the Seven Books of Chinese Ceremonics would have been.

"But though detached and partial instances of failure are urged against the system of purchase, its assailant will not allow, in its favour, the success of the general result thus blowing hot and cold at the same time, until the poor system is fairly driven out of doors."

Certainly not, and for the reasons distinctly stated. Why should our success be ascribed to our system of promotion? Better trained and armed than our adversaries, (though still very badly trained, and very badly armed,) what was to prevent such men as those who stormed Badajoz and St Sebastian from gaining victories? Such dauntless courage was unknown in continental warfare, and could hardly fail of success, unless officers had been expressly selected to make men turn their backs upon the enemy. Our system was only bad, doubly bad, because it arose from a more cause, the adoration of gold, it was calculated only to let things take their chance, and fortune generally favouring the bold, it was not altogether contrived to ensure certain defeat. The stirring spirit of enterprise which naturally leads young men of high feeling to embrace the profession of arms brought, at the commencement of the war, a number of such recruits, mostly younger sons of good families, into our ranks. A noble and generous tone of feeling pervaded the officers of the Army; as a body they were inspired with the most boundless devotion to the cause, and every regiment could have produced plenty of men and officers who, "for bright honour," would have dared anything that the wildest imagination could have proposed. Many of these gentlemen had abilities, also, equal to their bravery, so that the combined amount of talent and gallantry, and a great and brilliant combination it was, carried the mass along over every difficulty.

Tactics, patronage, liberalism, economy, and our system of promotion, were, no doubt, heavy stumbling-blocks in the way of success—they occasioned many disasters, cost the country millions of treasure, and thousands of brave men, but they could not, altogether, bar the road to victory. Ascribe our success to our system of promotion indeed! Shade of Nelson, Howe, Duncan, and Faulkner, what say you to such a proposition? Were the British sailors whom you led to victory commanded by officers who had bought their ranks? This is what is called “blowing hot and cold with the same breath.”

“If, on the other hand, superior merit alone is to be the guide, to whom shall be assigned the invidious task of deciding in all cases of conflicting and nicely-balanced claims—and who shall allay the jealousies and incurable heart-burnings which must arise from every new appointment from such a cause?”

Never fear. Do the best we can, there will be openings enough left for consolation. Even now, every step of promotion granted out of the routine of seniority—every Staff appointment conferred, is given on the score of presumed superiority of merit on the part of the successful candidate. Could any one say to the Commander-in-Chief, or to the First Lord of the Admiralty, “Why did you give that situation to an officer who was my junior?” would not the natural matter-of-course answer be, “Because I thought him the most proper person?” that is, “I thought he had more merit than you.” We should even then, as now, console ourselves with the idea that our exalted merit was not duly appreciated, or that we possessed not interest sufficient to bring it into notice. The truth of Des Houliet’s lines would still hold good—

*
“Nul n’est content de sa fortune
Ni mécontent de son esprit.”

Who is to decide upon our nicely-balanced claims? Those who decide now, only they must follow a better and juster system, which, of itself, will lead to a better mode of acting. A British commission should now be made to represent the high qualities of which the golden spurs of knighthood were once supposed to be emblematic, and those qualities are not for sale, whatever may be the case with the spurs.

“But will any one maintain that the present system of promotion in the Navy does not inflict greater hardships and more effectually blight the hopes and prospects of the unfriended and patronless than the system pursued in the Army? In the latter service, promotion, of which nothing but his own misconduct or proved incapacity can deprive him, is assured to him who has neither money nor patron, and if he is sometimes exposed to the mortification of seeing a wealthy junior pass over his head, he cannot consider as a grievance, however much he may lament, an occurrence to which, on entering the Army, he must have known that he was liable.”

The system of promotion followed in the Navy may be bad, but that does not make the system in the Army better. I formerly pointed out some of the differences between the two services, and need not repeat them here.

A word, however, as to the promotion of which military men are so certain. All promotion is, of course, relative. I do not know whether there are any Subalterns, serving as such, who date from the Peninsular war, but there are many Captains still serving who do—to say nothing of those who have retired in utter hopelessness. And what has been

their promotion compared to the promotion purchased by young men of rank and fortune, and which, in the course of seven or eight years, placed unknown and untried individuals at the head of regiments? The late Colonel Bogle, of the 94th regiment, whose death we have had to lament within these few weeks, one of the most gallant officers in the Service, entered the Army as far back as the year 1795. On being sent to India, he first commanded a party of acting-marines in the severe action in which the French frigate the *La Forte* was taken; he then accompanied the Army under Lord Lake, in the Delhi campaign, during which he was wounded. On his return to Europe, he served with his regiment in the Peninsula, and as Captain of light infantry fought in every action in which the 3rd, or "fighting division," was engaged. He continued in active employ till the year 1828, when, being only a Major and Brevet Lieutenant-Colonel, he accepted the unattached rank, and died vainly expecting to be replaced on full pay. This is one kind of promotion: on the other hand, we have, in times of profound peace, known men of fortune and interest placed at the head of regiments before they were of age, and seen young noblemen commanding Hussar regiments after eight years of nominal service. The officers; so rapidly advanced, might possibly be men of very high merit, but they were totally untried, and got on because they had money; whereas the man tried in many a stern field did not get on, because he had no money. Men of approved conduct and valour are, in this manner, constantly placed under the command of officers totally unknown, who turn out ill or well, just as chance directs. Your very system of promotion thus gives the reins to chance; to that very power, the constant influence of which, in war, it ought to be the object of all honest striving to check.

But of all this we must not complain, says Britannicus, because we knew, on entering the Army, that the rules of the Service exposed us to such cases. There is one thing, however, which we do not know—and that is, a language capable of doing justice to a system which places the lives and happiness of soldiers, and the honour of the country, at the mercy of chance and gold-appointed officers. But, leaving the general consideration out of the question, let us ask, whether the system is one iota the better because we know its faults? If individuals have no right to complain, the Service and the country have had cause to complain, over and over again, as was formerly shown. This assertion, also, that the mere knowledge of the regulation is to prevent men from complaining is to suppose them influenced entirely by mechanical laws, and to be totally destitute of feeling: whereas all men who are worth anything possess feelings, and keen feelings too: they are proud, high-hearted, and ambitious; qualities that should be encouraged in soldiers, instead of being crushed, as they are, by the golden rules of modern promotion. Besides, to show that Britannicus is never right, even by accident, it may now be a question, whether many individuals have not, according to the mere letter of the law, a right to complain. There are still plenty of officers who entered the Army before the purchase of unattached commissions was allowed, or heard of. That system reduces to almost nothing the little chance of promotion that non-wealthy officers had before its adoption: in strict justice these officers might, therefore, complain. I am here only showing up the nature of Britannicus's argument; for, as a general principle, the right to grant or

withhold military preferment must be unquestioned. I hope, however, that few officers enter the Army in such a calculating mood. A soldier, and above-all a young one, must shut his eyes to the thorny path, and thankless prospect before him; he must bear bright honour alone in view—must trust to valour, fortune, and his sword, for carrying him over difficulties that others would deem insurmountable; and though he fail, as hundreds have failed, in attaining rank and distinction, there is yet merit in having bravely made the attempt. True it is, that there are men who enter the Army without any idea of this kind—for there are men who take to the profession of arms, as they take to other professions, without any ideas at all—and the practice of selling promotion should be abolished, in order to prevent men destitute of ideas from rising in a profession in which ideas are absolutely indispensable.

"The claim of seniority is admitted in all cases, unless incapacity is undeniable, although we are gratuitously led to imply that it is the custom to promote 'a junior officer of one corps over the heads of all the purchasing officers of another.'"

I did not use the word "custom," as stated above. It is a convenient way, no doubt, to mis-quote and overlook arguments, but it shall not serve your correspondent. The words are these—"Perhaps there is no such thing as promoting a junior officer from one regiment over the heads of the purchasing officers of another." It was part of a statement made to show that purchase is no check to patronage, as so many simple persons have asserted. Will any one deny the accuracy of the statement?

"And merit, even without wealth, finds protection and advancement, as the list of promotions during the Peninsular war abundantly testifies. A period of peace is not favourable to the development of talents purely military."

Promote a great number of British officers, and, unless you purposely select incapable persons, of whom you may always find a sufficient number in every profession, you will be sure to promote a number of brave, gallant, accomplished, and high-spirited individuals—because there are numbers of such men in all ranks, and in all the regiments in the Army. The promotions during the war necessarily included many men of high merit, therefore; but it is equally well known that it left out many men of merit, and often included men of no merit whatever—men who had never done anything, for the best of all reasons, that they possessed not the qualities which could enable them to render the slightest service of any kind. Every body knows that, generally speaking, promotion was granted to officers who held particular situations in action—to the Aides-de-Camp, for instance, of the Generals whose divisions had been engaged; to the senior officers of the Adjutant and Quartermaster-General's departments; and to the senior officers of regiments. This was the usual routine, though exceptions were occasionally made; sometimes good, sometimes bad, as chance or influence directed. Were the promotion granted during the war, generally brevet promotion, to be taken as a criterion of merit, it would follow that the officers of the Guards, and of the Cavalry, possessed at least five times the merit of the officers of the Line.

What the "talents purely military" may be, of which Britannicus speaks, I shall not stop to ask, as it might prove rather a difficult question to answer, in an age which has sent hundreds of thousands of

Infantry, the strength of armies, to battle, without ever teaching them the use of arms. But, to all military men who have obtained the slightest insight into the nature of their profession, there is one thing as clear and evident as any proposition on earth can be, which is—that no man can do full justice to the profession of arms, and act up to its various, difficult, and dangerous duties, unless he is a man of talent and ability; and the higher he rises in rank, the greater are the claims that profession will make upon his exertions. On this proposition, which should of itself decide the question, I am ready to take my stand, were the entire mass of promoted and decorated dulness which the combined armies of Europe could produce (and the amount might not be trifling) to be quoted against me, hero by hero. And, for one, I cannot help thinking that some mode of distinguishing between wisdom and folly might be discovered—for, in matters of this kind, there is always a way, provided there is a will.

“To say that the promotion which is purchased is so much snatched from the poor by the wealthy is to assert a fallacy; for many men, even in the prime of life, are induced to leave the Army because they are allowed to realize a certain sum, who might not be able or willing to give up their profession without some such equivalent.”

The assertion is not a new one, but it is a curious one nevertheless, and shows the sort of reasoning we have been used to in military matters. All promotion by purchase must, to a certain extent, be obtained by the wealthy, at the expense of the unwealthy. There are only a certain number of commissions in the Army, and as soon as one of these is bought up, it is placed beyond the reach of the poor, and must remain, except in the case of accident, in the hands of the rich; for one wealthy candidate sells to another. A purchased commission belongs not merely to an individual, it belongs to a class, and can now hardly, except by an unusual casualty, pass out of that class, the class of the rich, who are every day buying up more commissions. Suppose, an officer, after a long period of service, to be senior Captain of a regiment—he may see, as every old Captain has seen, Major after Major, and Lieutenant-Colonel after Lieutenant-Colonel, pass over his head in rapid and brilliant succession, without his having the least chance of obtaining a step. But, say our opponents, it does not follow that any of the Field-Officers would have died in order to oblige the senior Captain. True, but willing or not willing, in the service or out of the service, death must come at last, inability to serve must come, and unwillingness to serve also comes occasionally. Brevets too, though they now come rarely, must come some time, and where there are old officers at the head of regiments, such promotions occasion vacancies more pleasantly anticipated than any other. But these things can hardly happen now. An old Officer, when tired of the Army, or when finding his end approaching, very properly sells his commission, in order to make a provision for his family. He sells this commission, not to the state that should purchase it, and fill it up or cancel it, according to circumstances, but to some wealthy young Officer, who, when tired of the service, again sells to some other wealthy individual thus by degrees shutting the door of promotion almost entirely against the unwealthy: for Brevets, seldom as they come, will in the end find few old officers, at the head of regiments. The promotion of unwealthy officers has almost come to a complete stand-still, and yet we are

gravely told that the rapid promotion of the wealthy is not obtained at their expense—I wonder what we shall be told next. Britannicus, with all the self-satisfied coolness imaginable, accuses me of “asserting a fallacy” on this subject; perhaps he will now see that such accusations are more easily made than substantiated.

“In a more general point of view, there can be no doubt that the encouragement held out by the system of purchase to persons of property to enter the army, identifies the profession more completely than in any other state with the nation at large, its welfare and interests; and the advantageous effect thus produced upon the general tone and habits of British officers cannot have escaped those who have had the opportunity of observing the corresponding characteristics in the armies of other countries.”

More words. The feeling that prompts young men of buoyant and elastic spirit to embrace the profession of arms has existed in all countries and in all ages. It arises from a generous and noble aspiration after distinction, not unmixed, perhaps, with a little vanity and love of pleasure and display; but still resulting from feelings deeply implanted in the human breast.

The modes of obtaining rank have never influenced this feeling, least of all in Britain, where there is more of real military spirit than in any other country of the world; so that purchase, or no purchase, we should still have in the Army most of the valuable candidates capable of obtaining commissions. And the more you raise the character of the profession, the more you make its uniform a badge of honour, valour, and character, the greater will be the striving to obtain admission to its ranks. For the credit of our country, it is also to be hoped, that these qualities will identify the officers of the Army far more with the nation at large than the system of purchase which proves only the possession of wealth. There are plenty of us who still recollect the time when the officers of the Army, with their purchased commissions, were not half so popular in England as the officers of the Navy, who stood on no other ground but that of high conduct and unmatched valour. Neither military manners nor the tone of military society have ever received the slightest improvement from the system of purchase; for, as stated, it alters not the general class who would enter the Army. Naval, Engineer, and Artillery officers never purchase promotion, and in no society will men be found, who in point of manners and gentlemanlike bearing, can take precedence of the members of those services. The appeal to the tone of manners in foreign armies is an additional proof of that want of discrimination I have already had occasion to notice; for not only are there many foreign armies, but those armies differ, in many respects, very widely from each other. The officers of the Prussian, Hanoverian, and Saxon armies are mostly men of family and education, and what we call gentlemen. The same may, I believe, be said of the Wirtemberg army, and possibly also of others that I am not acquainted with. In none of the armies here named has promotion by purchase existed for centuries, yet, sad to say, for Britannicus's argument, the tone of manners is perfect nevertheless.

“Had the same remarks of your Correspondent been directed against patronage, it might have been more difficult to have framed a reply.”

Perhaps the reader will contrast the pretended facility of the task

with the successful and triumphant manner in which it has been executed. And thanking my critic for the opportunity he has afforded me of aiming another blow at a worthless system, I take my leave of him; and I suppose I may safely say with the Burrhus of Racine,

"Seigneur, ç'en est fait, Britannicus expire;"

that is, figuratively speaking only—the excellent writer himself will, I hope, live many years to see and confess his errors, and to thank me for the lesson in logic and discrimination which he has here received. What follows is general, and applies not to our departed friend in particular.

It is usual for the upholders of existing practices, whether civil or military, to speak in a tone of slighting superiority of all those who expose abuses or propose improvements. The champions of the things that be, generally term the innovators dreaming theorists; and, as the mass of men hardly ever think, they are always willing enough to join in crying down any one who would *force* a little common-place reflection upon them. In no profession is this dread of change carried to such an extent as in the profession of arms; the moment a man in the Army has the misfortune to be considered what, in ordinary parlance, is called a theorist, from that moment he is set down as a hopeless person, who should, with all speed, be consigned to the care of kind and discreet friends. These terrified individuals forget that, since the world began, no step of progress was ever made in any science except by theory. Practice only follows the beaten track, right or wrong, as chance directs; whilst theory thinks, looks to the object in view, and acts accordingly. Marshal Saxe already noticed this military dread of innovation, and called it by a name that I shall not presume to use. In the November Number of the Journal, I hope I succeeded in explaining the cause of the panic; but its evil effects I left untouched, for they are endless. They almost deprive us of the best military qualities that we claim for our people, and reduce us to the level of other nations, by making us follow their conventional method of war. Every success gained over nearly equal enemies can, of course, be gained only at a heavy sacrifice of lives; battles become destructive without being decisive; wars are of long and melancholy duration, and loss, if not disaster, is pretty sure to be sustained, whenever chance or unexpected enemies render our feeble and only known mode of fighting inapplicable. We were defeated by a cowardly rabble of untrained Albanians, not merely in the streets of Rosetta, but on the open plains of Egypt also; and we sustained heavy losses when contending in America against backwoodsmen, who, however brave they might be as individuals, had hardly, as soldiers, an idea of opposing a manly foe, except when sheltered by a tree, or concealed by a bush. What have our wars, our victories, and disasters taught us? Nothing, except that we may place the most boundless confidence in the gallantry of the troops; a truth that, had we dared to think, we might have known before a single shot was fired,—as even General Foy allows; and no one will accuse him of being very partial to the British. Where is the single new principle, new weapon,* or new mode of combining and employing weapons, that we have derived from our sanguinary contests? Every branch of

* Lances and cunasses are not new; their reintroduction into the Army only shows that our knowledge of cavalry tactics has retrograded.

science has made vast progress during the last fifty years ; Britain has nobly led the way in this career of civil improvement. The science of war alone has remained stationary, if it has not retrograded, for not a single direct step of advance has been made. The better working of government machinery has occasioned larger armies to be brought into the field, but these numerous hosts have tended only to augment the quantity of blood expended in the attainment of every object, instead of diminishing its amount, as should be the aim of all military improvements. And why has the science of war been thus stationary, while every other science has advanced ? At the very time, too, when we have, in all ranks of the Army, so many men of high, I may safely say of the very highest, talent ? Simply because the dread of innovation cramps the genius of officers, as the modern system of tactics cramps the energy and efficiency of the soldiers. Modern patriots have certainly done much to prevent military improvement, and have, no doubt, occasioned, by their evil influence, a melancholy expenditure of blood and treasure : it is fearful also, as I formerly stated, to innovate in a science, in which the slightest false step may lead thousands to destruction. But there are certain fixed and evident principles that are absolutely indisputable, and that no difficulty should ever prevent us from carrying into effect ; and the plainest of these principles is the one that tells us, that, in the profession of arms, merit must take the lead of gold. Every officer, however humble his rank happens to be, already exercises considerable influence over the welfare of the soldiers ; and their lives may, at times, be made to depend upon his knowledge and exertion. The higher he rises, the greater is the responsibility. A Lieutenant-Colonel already holds absolute sway over six or eight hundred men ; and in the day of battle, the lives of thousands, and the honour and even the fate of nations may depend upon his conduct, as well as upon his moral or physical courage. How often the country at large, and thousands of individuals in the country, have had occasion to mourn the errors and misconduct of commanders, it is useless to repeat, but the acknowledged fact is enough to show that, in such a profession, promotion must be granted only to the highest merit, which the greatest exertion on the part of the military administration can discover and call forth. The holders of authority must shut their eyes to all exterior influence ; the House of Peers and the House of Rothschild must alike plead in vain ; not a single step, not even a day's date in an Ensign's commission must be yielded to the highest influence in the nation, beneath that of the Crown itself. I purposely say the Crown, because I can understand no system of promotion, that does not emanate directly from the King, or from his representative at the head of the Army ; the power to grant or withhold military preferment must remain absolute and unquestioned. But a just principle must be justly followed up ; and whatever long-established usage or the rules of the service may say,—honour, patriotism, humanity and Christianity command that, in the Army, merit alone should form the criterion of promotion. If the system of purchase is therefore to be defended, it must be defended upon grounds higher than those which call for its abolition, grounds that have hitherto been considered as the highest and the noblest that can influence human actions.

J. MITCHELL, Major H. P. Unat.

CURSORY OBSERVATIONS ON NAVAL ARCHITECTURE.

No. II.

WHILE the measures of Government were thus vacillating, it is more than probable that a Chinese order and regularity would have pervaded our dock-yards, but for the reiterated remonstrances of discerning officers, and the public spirit of true-blooded individuals. In 1791 this very question was so glaring, that a grand effort was made to rouse the nation from the apathy into which it had fallen, by the establishment of a society for the improvement of naval architecture. This was a truly patriotic undertaking, the principal object of which was to create a firm union of theoretical with practical ability, thereby to improve and strengthen the wooden walls of Old England—the best fortifications of the British islands. To promote so important an end, it was proposed to encourage, both by honorary and pecuniary rewards, every useful invention and discovery for advancing the theories of floating bodies and the resistance of fluids; for draughts and models of different vessels, together with calculations of their capacity, gravity, tonnage, and other qualities; for experiments on the strength and strain of materials and their preservation; the structure of masts, and the form and position of sails; and to direct such observations on every topic of useful tendency, as appeared best calculated to further their intentions. Nor did the society contemplate confining themselves merely to the form and structure of vessels; every subordinate branch was to claim a proportionate share of attention; and whatever bore any tendency to render navigation more “safe, salutary, and even pleasant,” was to be regarded according to its merits. Nay more, it even projected the founding of an academy for the regular study, not only of the art itself, but of those sciences which ought to form the basis of it.

So excellent an institution for enlarging the bounds of knowledge in the grand mystery of ship-building—not only the most useful art, but also the most successful of man’s inventions—was exceedingly acceptable to British feelings; and their ranks were immediately joined by a numerous body of nobility, gentry, mathematicians, engineers, shipwrights, and sea-officers, especially distinguished for rank, reputation, and talent, all uniting in a noble ardour for the prosperity of a momentous object as a corporate body, with his present Majesty as a member. From the zeal, experience, and ability of many of the body, the most beneficial results were expected from their labours; but unfortunately, a society so congenial to national spirit, so well filled, and so deserving of countenance and support, was basely suffered to expire. Rumour imputes the whole failure, and a lamentable one it was, to the jealousy of Sir Joseph Banks, who, being as fond of distinction as of science, could ill brook remaining a vice-president, while Lord Stanhope was raised to the chair. And from some of that Baronet’s conduct towards other institutions, which we happen to know, there is great probability of the rumour not being unfounded. The affair is thus related by one of the society:—Earl Stanhope was a man of extraordinary talent—whatever his peculiarities might be—and too inflexible to yield to the ambition of one, for whose abilities he entertained a

feeling bordering upon contempt. Sir Joseph, meanwhile, uniformly thwarted the plans proposed by his Lordship and the bulk of the members, and formed a party of his own for the purpose of systematic annoyance. This led to a decision on the part of the main body to free themselves from this source of vexation; and they firmly declared, in set resolutions, their determination to support their president, so long as he continued to aid and sanction the legitimate objects of the society. Sir Joseph shortly after retired from the institution; but not to remain in inactivity.

At that eventful period a most virulent spirit of political animosity, engendered by the acts of the French Revolution, was in constant operation. It is said that Sir Joseph, availing himself of this, and of the political character of Lord Stanhope, diligently insinuated among the different members of his Majesty's Government, that the Society, under colour of an association for better purposes, was a Jacobinical confederacy with *Citizen Stanhope* at their head. This calumny soon produced its designed effect; so that, by a series of rapid steps, an institution became extinct, which, had it continued with its original spirit to the present time, must have amassed data for the most valuable deductions. That such whispers were a real slander on excellent motives is evident from the names of those enrolled *, of whom we sub-join a few, regretting that we have to record this unamiable trait in one who so often and so munificently stepped forward to assist the exertions of science :—

H.R.H. the Duke of Clarence, R.N.

Earl Stanhope.

— Howe, R.N.

— Mulgrave, R.N.

Lord Rawdon

— Gambier, R.N.

Sir Joseph Banks.

Colonel Mark Beaufoy.

Professor Martyn.

Dr. Hutton.

Dr. Maskelyne.

J. Rennie, Esq.

A. Aubert, Esq.

Sir Charles Knowles, R.N.

— Edward Hughes, R.N.

— C. Middleton, R.N.

— J. B. Warren, R.N.

— Sidney Smith, R.N.

Sir C. M. Pole, R.N.

— W. C. Burnaby, R.N.

— Peter Parker, R.N.

— George Young, R.N.

Captain W. Locker, R.N.

— Bentinck, R.N.

— G. C. Berkeley, R.N.

— Conway Seymour, R.N.

— James Gambier, R.N.

— J. Markham, R.N.

— Hon. A. K. Legge, R.N.

— Hon. R. Stopford, R.N.

— Edward Riou, R.N.

— J. H. Whitshed, R.N.

— J. Schank, R.N.

— C. Stirling, R.N.

— E. Fiott, E.I.C.S.

— Joseph Huddart, E.I.C.S.

Notwithstanding the severity of this rebuff, the spirit of marine architecture was too intimately connected with nautical pursuits and events, to be allowed to evaporate; and while dock-yard science improved with the velocity of a snail, various were the efforts of individuals towards beneficial results. At length, in 1815, the foundation of the Royal Yacht-Club gave a nucleus to those aquatic associations which were already of some standing in our ports. This powerful union of the nobility and gentry of Great Britain, headed by their Sovereign, and backed by a band of distinguished naval "honouraries,"

* The celebrated Swedish Admiral and naval architect, F. H. Chapman, was an associate of this Society.

was highly characteristic of the real genius of the nation; and it soon presented the imposing spectacle of a minor navy, comprehending upwards of 100 vessels of various classes, under Commodore Lord Yarborough, whose burgee was borne by the *Falcon*, a handsome ship of 351 tons. It was gratifying to the patriot to see this well-built, well-found, and excellently fitted squadron, giving employment to hundreds of orderly seamen, shipwrights, blacksmiths, and tradesmen of every description, thereby creating an extensive circulation of money in the commercial world, and engaging the aristocracy of the land in the most national, the most manly, the most elegant, and the most scientific of all amusements. Nor has the picture any material drawback; for the petty propensity to hoisting the pendant when abroad, and aping quarter-deck customs, are as great exceptions from the general rule, as are the instances of the purse-proud *hauteur* termed *Lambtonism*, which some of the members were inclined to indulge in.

The Yacht-Club rose in importance so rapidly that, in 1817, its vessels were exempted from the tonnage and revenue duties, in the ports of France, by an express ordonnance; and the example was followed by the other European States. In the mean time a great public cause was advanced. The Club, in equipping their splendid vessels for the stream, the strait, or the ocean, had abundant opportunities of calling forth the energies, rewarding the skill, and establishing the reputation of many private builders, who might otherwise have languished in obscurity for want of means to reduce their ideas to practice. The Club also gave a new impulse to the public discussion of naval science, and afforded many of our legislators, both hereditary and elective, an insight into naval concerns, and an intercourse with the natives of our floating bulwarks. The emulation to excel, which received additional strength with the contests of each regatta, induced the opulent members to spare no expense or toil in the construction and equipment of their favourite models; whence the Club became so efficacious in promoting scientific interests, that we wonder the Parliament did not encourage such exertions by a vote of thanks, as unquestionably a maritime object of the greatest magnitude. What noble or wealthy foreigners would dare to chalk out such a plan?

Even in France, our most worthy rival, such a taste could not have originated. Fine rivers wash the walls of their interior towns, but few boats, except the track-barges for the conveyance of fuel and lumber, are seen; there no one thinks of going on the water for mere pleasure. Would the stalwart Spaniard have given such a practice his countenance? And as to the safety-loving Italian, we think we hear him deliver his diatribe on a *fantasia* so far beyond his comprehension,—“Ma! che sorta di divertimento! Andar pericolando per mare, gettando oro e fatica a' pesci, quando si può star sani e salvi in terra, in casa propria!”

It will be seen, that by calling forth nautical talent, and giving employment to naval artisans, the Yacht-Club have materially promoted the best resources of the nation. But this is not its greatest merit. The impulse given by their efforts warmed the kindly feelings of the Admiralty, and even penetrated the heavy atmosphere of the Navy-Board, and generated that new and memorable era in naval architecture, the building of the experimental ships. This was an occasion on which

the "Affectionate Friends" untrammelled their "established rules," and admitted Professor Inman, Captain Symonds, and Captain Hayes, into the lists of competition; but we are not informed upon what points in construction these projectors differed, or whether their specific objects were submitted. As mere individuality is not our aim, and details of the several recent trials are before the public, we will not here detail the occurrences,—save that we ourselves are not satisfied with the results, as stated in general. No one can venture any useful opinion upon the merits of "trial" vessels, unless their characteristic features and properties undergo analytical discussion. Pet sailing-matches can decide no desideratum with certainty, as they may involve many cases of mere accident, such as trim, cut of sails, rake of masts, tightness of rigging, and the ability of him who carries on the duty. To form a better estimate, we would advise that several rival ships should be started to cruise for twelve months at a spell, in the Chops of the Channel, with their equipments and stores complete; and by a critical comparison of their respective properties, average their qualities as men-of-war, in all the various points of foul and fair-weather cruising, stowing, and berthing,—in a word, to keep the sea in all weathers. Such might be thought, at present, hard service; but we have not forgotten what were so lately the common duties of the Ushant Team.

Government, unfortunately, were soon weary of being stimulated to these exertions; and the promising dawn of improvement was quickly clouded by virtually quashing the School of Naval Architecture, as we have already related, without adopting any means for securing a succession of talent in our public departments. In this dilemma, we apprehend we must even trust to the exertions of individuals; and the present appears a proper time to discuss the propriety of again organizing a special body to study the subject. Among all the societies recently established, it is somewhat anomalous that none should have been proposed for the express purpose of treating the noble subject of ship-building, although the country owes its opulence to its commerce, and its political power to its naval superiority. The utility of a society which should raise this important branch from a mere imitative art, to place it in the rank of a science founded on mathematical principles, is too obvious to need argument. The illustrious Bacon prophetically pointed out the advantages to be derived from numbers co-operating in the prosecution of scientific pursuits, and the experience of the present age triumphantly confirms his views. Naval architecture, in particular, involves so many difficult inquiries, and is beset with such intricacies, as to demand extensive aid, and concentrated efforts; and we hope the day has arrived when, laying aside all petty and degrading jealousies, the lovers of naval science will see the advantage of uniting in a system such labours as lose the greatest part of their value from wanting unity of purpose. The Geological Society offers an example in point. So rapid has been the progress of geological science within the last dozen years, (since its cultivators, abandoning the idle endeavour to construct theories without data, have confined themselves to the only true path of philosophy, that of inductive observation,) that while at the beginning of this period, amidst volumes of speculation, no accurate description of a single country could be found, a physical map of the entire extent of Europe may now be confidently anticipated at no distant epoch.

The society we propose might include such of the Nobility and Gentry as are willing to testify their conviction of the importance of maritime interests, ship-owners and builders, officers of the Royal and Commercial Navies, mathematicians, and mechanics of eminence. The object of such a body should not be confined to the improvement of men-of-war only; their inquiries and improvements should extend to shipping of every description, to improve the theories of floating bodies, and the resistance of fluids, and to submit the draughts and models of different vessels, together with their calculated capacity, gravity, tonnage, and motive mechanism, to rigorous investigation, and analysis. It is hoped that by thus steadily and judiciously pursuing the study of first principles and results, theory and experiment will combine to constitute a perfect system, and introduce all the advantages of mechanical philosophy into our dock-yards. Such a union of science and art would save us from *failures*, and enable us to furnish our brave countrymen, with at least equal advantages to what their enemies possess, instead of squandering money upon craft that must strike to the first opponent, or be sent to the bottom.

The present seems to be a favourable time for instituting a Society for the purpose of Naval Improvement, since the yacht-clubs have proved that, in spite of the supineness of the sons of apathy, nautical concerns are decidedly consonant with our national taste. We do not advocate a gentleman apprenticing himself to a shipwright, as Peter the Great did, when he ought rather to have bound some poor boys; but the supplying British sailors with British ships, built from British draughts, must be a gratification to the patriot. "The essential benefit," said Count Rumford, "to the national service which is attained by every material discovery that directly leads to naval excellence, and gives a decided superiority at sea, cannot but be an object of the first concern to those who feel for the reputation and safety of their country, and are anxious for the success and glory of his Majesty's arms." On these grounds, and to these ends, we are gratified to see the pleasure which so fine a body of nobility and gentry take in maritime concerns, and so far has the sea-smack pervaded the various classes of England, that its very phraseology has been adopted in every grade of life. In the Upper House motions are said to be "underweigh" when in hand, proceeding "impulsus remorum;" and on one occasion Lord Grenville felicitously quoted, "O Navis! referent in mare te novi fluctus? ô quid agis?" The resolute and radical orator threatens to "swamp" the peers,—to throw bills "overboard," and "nail his flag to the mast," when stubbornly bent; even country squires "put in their oar," and "row in the same boat;" jolly tradesmen "drop alongside" each other to "grog;" and the unwashed orders talk of a "tuck out" when they feed, without being aware that the bread-room of a king's ship is inside the "tuck."

We have seen that the Royal Yacht-Club, by building vessels and bestowing prizes on the best sailors, is capable of performing services which few individuals could undertake; and they may enjoy the patriotic and praiseworthy consciousness that money so expended encourages some of the most useful classes of society, and creates a spirit of emulation among the different branches of artificers connected with nautical affairs. Nor does this comprehend all the "doings" within the grasp of a marine association; for the wide ramifications of maritime concerns

throughout our empire do not yet appear to be fully understood. The operations and productions of our dock-yards and arsenals are immediately or remotely connected with every class of our population; and intellect, labour, and treasure, combine to render a man-of-war the proudest of human creations. For the sake of the non-professional reader, we will illustrate this part of our argument with the details of a 74-gun ship, launched and commissioned in 1809. This beautiful vessel, in which we served, is selected because, being between a three-decker and a frigate, she affords a medium example. The hull and appurtenances of the vessel consumed about 130,000 cubic feet of worked timber,—oak, fir, and elm,—the weight of which, with its metal fastenings, was 1700 tons: a quantity which could not have been grown on a surface of less than 60 acres, supposing each acre to contain 35 trees, with a load and a half of timber in each. The weight of her masts, yards, stores, ordnance, and crew, with 6 months' provisions, was 1532 tons, making a total of ship and contents 3231 tons, with an interior area of about 160,000 cubic feet. Such a vessel would employ 120 men for two whole years in her construction; and her cost, equipped for sea, was little short of 70,000*l*.

Such being the grandeur and expense of a single ship, it must be recollected that England had, at the very moment she was launched, no fewer than 709 cruising men-of-war in commission. Of these, 15 were three-deckers, 6 were of 80 guns, 75 were of 74 guns, 17 of 64 guns, 139 frigates, besides corvettes, sloops, brigs, and other vessels. There were also 28 sail of the line, and 36 other vessels, for harbour duties, as hospital, prison, and receiving ships, besides those in ordinary, making the grand total, in 1809, amount to 1061 vessels, measuring 857,922 tons, besides hundreds of transports, under a granted supply of 19 millions sterling. This mighty armament was manned with upwards of 145,000 seamen and marines; and to these must be added the artisans and attendants of the dock-yards, victualling offices, and magazines; the marine population of the principal ports, and their extensive connexions throughout the country, to show the magnitude and influence of the subject before us.

As it is of some consequence to exhibit the extensive relations of the Navy, we will enumerate the details of the ship above alluded to. First, we submit the general dimensions, in order to obtain the tonnage, or the difference between the light and load displacements.

	Feet.	Inche
Length of Keel	160	8
Ditto for tonnage	149	4
Breadth, extreme	49	2½
Ditto, moulded	48	6½
Length on the lower deck	152	4
Ditto, over all	190	10
Depth of the hold	21	0
Draught abaft	24	7
Midship lower port from water	5	6½
Draught forward	21	3½

The question of tonnage has been treated, hitherto, by a very "rule of thumb" method; and in olden times, the portage, as it was then called, must have been a "bit" of a puzzler, since we find among the Cotton MSS. the following burthens assigned to the same ships, according

to registers made in the 5th and 13th years of Henry the Eighth's reign :

	In 1514.	1522.
The Great Harry, tons burthen	1000	1500
The Sovereign, do.	1000	800
The Gabriel Royal, do.	800	650
The Mary George, do.	300	250

And when we captured the Ruby, of 54 guns, from the French, in 1666, a ship which had been vauntingly extolled as a prodigy of marine architecture, it was found that, instead of 1000 tons, her reputed burthen, she measured no more than 868. Such indeterminate calculation induced Sir Richard Haddock, in 1684, to institute comparisons between the nominal burthen computed according to the practice which then obtained, and the actual quantity in weight which vessels were capable of carrying to sea. This measure was remarkable, since it appears to have been the first step taken towards uniting a philosophical theory with the art of construction. Still the subject was not rigidly investigated; it merely led to the adoption of a rule to obtain the cubical contents of a ship, by multiplying the length of the keel by the moulded breadth, and by the depth of the hold, and then dividing the product by 94. In 1719, the Admiralty ordered an assumed length of the keel to be multiplied by the extreme breadth, and half the extreme breadth, to gain a quotient by 94; which, with an order from the Navy Board in 1781, to regulate the tonnage keel, was continued till the improved system of 1834 was promulgated. This improper and absurd mode of measuring tonnage by a set of multiples and a divisor, without any reference to the form or dimensions of the bottom, was established as invariable, and prescriptive, to collect the revenue duties by, under an Act of Parliament 13 Geo. III. c. 74. This law merely directed the gauger to take the length, and breadth at the widest part of a merchantman, and from thence, by the above formula, to compute the burthen, in order to levy the port and other charges. Yet it was clear that the rule must be improper and absurd which taxes a vessel without taking the depth of her hold into account; so that the sharpest cutter, and the bluffest ship of similar upper dimensions, will measure the same number of tons. Nor was the irregular levy the only evil of such glaring imperfection. Private builders, in order to diminish the impost, constructed traders with a greater depth and capacity of hold than was consistent with their breadth, thereby sacrificing proportion, figure, and sailing qualities to stowage,—producing the legal, but full, deep, ugly “butter-boat” merchant ships, which have excited the hearty execrations of thousands of seamen. As an example of these rules, we will give our ship's tonnage from the above conditions:—

$$\begin{array}{l} \text{Ft. In.} \quad \text{Ft. In.} \\ \text{By the old method, } 160 \quad 8 \times 46 \quad 6\frac{3}{4} \times 21 \div 94 = 1743 \text{ tons.} \\ \text{Act of Parliament, } 149 \quad 4 \times 49 \quad 2\frac{1}{2} \times \frac{49 \quad 2\frac{1}{2}}{2} \div 94 = 1925 \text{ tons.} \end{array}$$

We now proceed to the other particulars which lead to the ship's capacity, on the well-known principle that a body floating in water displaces a volume of fluid, whose weight exactly equals that of such floating body.

WEIGHT OF THE HULL.

	Tons.	Cwt	Qrs.	Lbs
Oak Timber	1487	12	0	10
Fir Timber	113	15	1	16
Elm Timber	14	17	0	11
Carved and lead work	3	5	2	12
Iron work, knees, bolts, nails, &c.	45	14	1	6
Copper-sheathing and nails	17	12	3	17
Pitch, tar, paint, oakum, &c.	12	10	0	0
Gally and hearth	3	9	2	12

Total weight of Hull 1698 17 0 0

WEIGHT OF THE FURNITURE.

	Tons	Cwt	Qrs	Lbs
Masts and yards	73	4	0	7
Anchors and stocks	17	16	2	12
Cables and hawsers	49	13	2	8
Rigging and cordage	40	10	1	17
Sails, points, awnings, &c.	15	15	0	10
Blocks, pumps, gear, &c.	17	8	1	15
Boats and their furniture	11	2	1	18
Ballast, iron, and shingle	339	0	0	0
Water (66,350 gallons) and casks	292	8	0	0
Six months' provisions and fuel	244	13	0	8
Guns and carriages	185	16	0	0
Shot, powder, wads, and implements	97	10	3	19
Naval stores, spare	68	11	1	15
Officers and men (640) and their effects	95	10	0	0

Weight of Furniture 1532 0 1 17

Weight of Hull 1698 17 0 0

Total weight of ship and contents 3230 17 1 17

The weight of provisions, as here instanced, being upwards of one-third less than other statements made for similar objects, we subjoin the particulars, as our authority.

	Tons	Cwt	Qrs.	Lbs
Bread	40	0	0	0
Beef	11	11	0	0
Pork	11	10	0	24
Flour	8	15	1	27
Suet	0	14	2	16
Raisins	1	9	0	14
Butter	0	16	1	18
Cheese	1	19	0	11
Sugar	5	19	3	24
Cocoa	1	8	2	9
Lime-juice	2	10	0	0
Tobacco	2	8	0	25
Pot Bailey	0	17	3	24
Candles	0	11	3	13
Pease	10	12	2	8
Oatmeal	8	11	1	20
Rum	10	3	2	7
Wine	20	6	0	0
Vinegar	2	19	0	8
Oil	0	7	3	12
Coals	51	0	0	0
Wood	50	0	0	0
	244	13	0	8

We may conclude the account of this ship, by stating that her bower cables were $22\frac{1}{2}$ in. in circumference; her main-stay 18 in.; and the spring-stay, 12. As the dimensions of her smaller spars are readily known by the proportions of the principal, we shall only observe that the main-mast was 118 ft. 6 in. long, by 38 in. in diameter; and the main-yard 98 ft. 5 in. by $23\frac{1}{2}$ in. The maintop-mast was 71 ft. 4 in. by $20\frac{1}{2}$ in.; and its yard 70 ft. 7 in. by $20\frac{1}{2}$ in. The maintop-gallant-mast was 35 ft. 8 in. by 11 in.; and its yard 46 ft. 2 in. by $9\frac{1}{2}$ in. The main-shrouds were 11 in. in circumference; the topmast-shrouds and backstays 7; and the top-gallant rigging 4 in. The main-course contained 747 yards of No. 1 canvass; the maintop-sail 833 yards of No. 2; and the maintop-gallant-sail 252 yards of No. 6; and these were reefed and furled by 46 men on the main yard, 32 on the maintop-sail yard, and 8 on the top-gallant yard. Her armament consisted of 32 and 18 pounders, with the usual proportion of muskets, bayonets, pistols, boarding-pikes, cutlasses, and tomahawks; and the missiles amounted to upwards of 8800 round, 582 grape, 450 tin-case, and 250 double-headed shot; to propel which there were upwards of 15 tons of gunpowder in the magazines.

We have been thus minute in describing the dimensions and *materiel* of this line-of-battle ship, because, though some of our readers may not hitherto have attended to the subject, yet, as all are more or less sensible to the force of comparison, they may thereby value the extent of the cause which we advocate.

We now turn to the other great maritime arm, which also presents a view of wonderful activity. The vast moment of the Royal Navy to our political supremacy and the ramifications of its influence on society are well known; but the equally vital importance of our sea commerce does not appear to be so widely understood, or its advantageous operation would be more generally acknowledged. It is true, there are cynics who insist, that though trade has been the means of spreading knowledge, happiness has not followed her footsteps:—a position to which we cannot assent. The same long-visaged Kribscrabs tell us of the evil consequences of filthy lucre; but such is the social condition that we fear, in spite of philosophy, there is no enjoying the benefits of civilization without it. Luxury and avarice, though they may be despised by their offspring, are the avowed parents of commerce, and are pretty closely connected with nautical enterprise; they have therefore, perhaps, more than counterbalanced their evil propensities by imperiously compelling man to display the energies of his nature, in administering to the real and artificial necessities of his kind, and making ships the bridges which connect the whole world, thereby uniting mankind in one general participation of the benefits peculiar to every distant soil.

Public attention has lately been drawn to the records of prisons and workhouses, the abodes of vice and misery, for procuring “constants” of human propensities; but we offer a more agreeable recreation to the truly expanded mind. Let the statistical tyro pause in his toilsome efforts to ferret out a “curve” for crime, and study the immense impulsive powers which flow from the capital and industry set in motion by the construction, equipment, and employment of British

shipping; which, taking out the manufactured goods of their country, and returning with necessities and luxuries, further the ends of trade, subsistence, comfort, accommodation, utility, and knowledge. The owner has his establishment of clerks, warehousemen, watchmen, and porters to maintain, exclusive of the work which he affords to wharfingers, watermen, lightermen, lumpers, and labourers. He must necessarily employ a builder, who, in the construction of a ship, gives occupation to carpenters, blacksmiths, caulkers, sawyers, joiners, and mast, sail, rope, and block makers. The labours of these artisans create a great demand for timber, rosin, tar, pitch, varnish, iron, lead, copper, brass, canvass, flax, paint, tallow, oil, thrums, and other stores, which are either supplied by home-proprietors, or by our merchants trading to the Baltic, Canada, and other parts of the globe. These transactions admit of underwriters, brokers, and scriveners gaining handsome livelihoods, without moving from behind their desks, while excisemen, collectors, and pettifoggers of law, extend their unsanctified feelers in every direction. After the vessel is launched, she must be equipped: recourse is then had to the ship-chandler, whose supplies give employment to plumbers, glaziers, painters, fire-work makers, turners, potters, brush-makers, braziers, tinmen, glass-blowers, coopers, gun-smiths, cutlers, opticians, chart-sellers, hardwaremen, iron-mongers, drapers, tailors, tanners, oil-men, tallow-chandlers, coal-merchants, farmers, graziers, butchers, bakers, cheesemongers, grocers, brewers, and wine-merchants; thus extending a beneficial influence on the arts, agriculture, manufactures, and economy of the whole nation.

It may be thought that the sole supervision of naval improvement ought to be left in the hands of the Administration; we trust that we have "shown cause" why it should not. We are not blindly running "amok" at our public Boards, who, we know, have to regulate many difficulties; and we admit that our Fleet, generally speaking, is in excellent preparation for sudden emergency. However, while progressive improvement in ship-building is cordially acknowledged, we cannot overlook the fact that our progress has not been proportionate to the station and resources of the nation; and that neither speculative reasoners, nor practical workmen, are themselves actually agreed upon what form or mould a vessel ought to be, to prove best suited for the purposes of cruising and navigation. We, therefore, wish to see some deep inquiries into the affairs of the Navy, in order that progressive advancement may continue it equal to its vital trust. Many of the greatest niceties in marine architecture, in reference to the three branches of war, commerce, and dispatch, are as yet undecided; it would, therefore, be criminal in us, as a maritime people, to rest as though human ingenuity were either exhausted or bounded. It is true, that we cannot expect to advance to many new results by leaps of Rhodian length, and that many of our operations may prove laborious and complicated, and even deficient in effecting their purpose; but still the inquiries must be pursued, or we fall. Nor are we speaking of the pure laws only; the mechanical construction of so ponderous a body as a ship, appears, on a close examination, to be very inadequately connected together; while in the absence of fixed principles, theory, practice, and experiment are often at variance. It is not so much to make

a floating body, as how to govern that floating body under all its various forms and circumstances in the elements with which it has to contend. Now strength, durability and efficiency have already been united in some of the best of our sailing fortresses; but we have had many woeful, expensive, and discreditable failures. "The construction of a ship with more or less good qualities," says Chapman, "is a matter of chance, and not of previous design; and it hence follows, that as long as we are without a good theory on ship-building, and have nothing to trust to beyond bare experiments and trials, this art cannot be expected to acquire any greater perfection than it possesses at present."

The construction of vessels, under one form or another, has been common to all ages and nations. Necessity promoted invention, and what accident discovered, design improved. A recollection of this would induce a belief that the practice must now have become perfect; an opinion which will disappear on investigating the conflicting axioms. A statement of two or three of the desiderata may strengthen our representation.

The theories of floating bodies, and the laws of the resistance of fluids, when applied to curved surfaces, have not received their full developement. Mathematicians have endeavoured to investigate the form of that solid which meets the least resistance in passing through water; but little advantage results from their experiments, and the endeavours to apply mathematical reasoning to the lines of the moving objects have hitherto been unsuccessful. Stability and floatation are the first considerations in construction; but to obtain those qualities in perfection, there arise positions involving all the intricacies of the abstract science of motion, with the knowledge which is derived from observation and experience. A floating body is pressed downward by its own weight in a vertical line, passing through its centre of gravity; and it is sustained by the upward pressure of a fluid acting in a vertical line through the centre of gravity of the immersed part; and unless these two lines be coincident, so that the two centres of gravity may be in the same vertical, the solid will revolve on an axis, till it gains a position in which the equilibrium of floatation will be permanent. But this preliminary only leads to endeavours for determining such effects under all changes of motion, starting with the Newtonian theorem, that the solid of least resistance is formed by the revolution of a curve round its own axis. The inquiry is replete with difficulties, because, in estimating the stability of vessels, the form of the sides, and the angle of inclination—conditions which admit of changes and combinations in infinite variety—must be given. Meanwhile, the resistance of fluids is not yet found to be such as theory represents it, when the direction of motion is not perpendicular to the surface; nor are reasoners at all agreed upon whether the difference of the resistance of water is as the square root of the depth at which the moving body is immersed, or even whether there be any increase at all, though it is evident that the surface water is greatly affected by atmospheric air.

But though little advantage has been yet derived in some of these inquiries, science is able to arrive at a near solution of the problem by the method of induction, from observation and well ascertained facts. It is assumed that the resistance which bodies meet with in passing

through fluids, increases with the velocity or space run through; and, therefore, the resistance is as the velocity itself; and it may be considered that the resistance of the water to the motion of a ship is a *minimum* when, *ceteris paribus*, the centre of gravity of the displacement* is at the least practicable depth below the line of floatation. But in addition to these points, the theorist must recollect that, besides the resistance from the pure inertia of the water, there is that of the suction under the counter, and the friction of the fluid against the bottom. Also, that the water, by the pressure of the ship's motion, is accumulated at the fore-body, the particles not having time to escape laterally, therefore making a proportional depression behind; the fluid consequently moves faster towards the stern, to fill up the space there left, than from any other quarter, provided the lines are such as to admit of its easy transmission.

This candid exposition of the difficulties which as yet baffle science, is not intended to gratify the despisers of knowledge; for every inquirer will admit, that an experienced shipwright, who is at the same time an able mathematician, will bid much fairer for making improvements in the art which he professes, than another of the same experience, who knows only the rudiments of mathematics. The mere mechanic should recollect the difficulty, almost the impossibility, of obtaining the required data accurately; but that theory is to be cast off on account of disagreeing with crude experiment, is about as wise as though a navigator were to throw his sextant overboard, because his observed latitude differed from that by dead-reckoning. These gentlemen have latterly "crowed" a little too loudly; we must, therefore, remind them that the ablest builders are at present ignorant of the curves best adapted for clearing the water; and the synthetical process has proved inadequate to obtain it.

Capacity, velocity, stability, and small helm, are the essential, though seemingly opposite qualities, required for men-of-war—but for settling which there are as yet no invariable rules. Indeed, by pursuing any one of the properties to too great a degree, it may injure, or even destroy, another of them. In such points, theory based on the profoundest knowledge can only extend to general principles—repeated trials will establish details for their application; but still, as in logic, truth may be elicited from a collision of errors. "It is demonstratively true," said Sir Charles Knowles, "that no one ship or vessel can possibly be formed to have every requisite quality, both united and distinct, to the greatest degree of perfection. Experiments and investigation will in time teach us how far we may combine these distinct qualities in the configuration of a body: yet, whilst they are blended, each must always fall short of that point of perfection to which each may be carried separately."

The best length for a ship in respect to her other proportions is not a settled question. The ingenious Sir Robert Dudley, commonly called

* The centre of gravity is that of the component parts of a ship as a heterogeneous body; but the centre of gravity of the displacement is that of the part under water, considered as homogeneous.

the Duke of Northumberland, whose "Arcano del Mare" is a monument of skill and industry, was a good builder, though cramped by the customs of the times. In the trial vessel which he built at Southampton, and in which he made a voyage to India, in 1594, for the mere purpose of experimentally proving her principles, he adopted four times the breadth for the length. Sir Walter Raleigh thought that 35 feet broad, and 100 feet long, formed good dimensions for a large ship—being rather more than $2\frac{3}{4}$ breadth for length. Phineas Pett constructed that goodly ship the Prince Royal, in 1610, with a beam of 44 feet, although only 114 feet long—making the proportion of length to breadth in the ratio of 2:58:1, which is somewhat more than twice and a-half as long as she was broad. The Commissioners who reported on the state of the Navy, in 1618, said—"The shippes that can saile best, can take or leave, (as they say) and use all advantages the winds and seas doe afford; and their mould, in the judgement of men of the best skill, both dead and alive, should have the length treble to the breadth." In those days the advantages of beam appeared to be valued; but soon afterwards, it became the fashion to attribute every superior facility of sailing to the mere length of the vessel itself, without any, or at least very trivial, regard to the lines of the bottom, or forward bearings. After this prejudice had had its run, the shipwrights fell into the opposite extreme of shortening; but still without the application of fixed principles.

Even the proper height of the masts, and squareness of the yards, are still unsettled points. Bouguer, in his "*Traité du Navire*," advocates as much canvass as can possibly be spread on a ship low down, as having an equal effect in pushing her forward, and tending less to make her heel, than taunt sails; an opinion which has caused many vessels to be too squarely rigged. The effect must depend much on the constitution of the ship, and the power of its propulsion, for as the progressive motion is resisted in proportion to the squares of her velocity, it is clear that short broad ships can have lower masts and squarer sails than would be adapted to long-floored vessels.

These are some of the principal topics on which we would introduce discussion and experiment, without regard to the dicta or prejudices of any party. There is no art in which invention ought to be more deliberate than in naval architecture; since an error in first principles generates a train of mistakes, which in many cases are not suspected until their consequences become evils. To design ships from theoretic ideas requires the nicest attention, and the efforts of genius ought to be watched and protected by prudence; for to yield to speculation without experiment, and to adopt every hasty notion which might occur, in an object of such great magnitude, would be altogether as unpardonable as, on the contrary, servilely persevering in a bad track, merely because it is old. We therefore call upon the power to be obtained by the union of the mathematician, the shipwright, and the seaman. There can be nothing remarkable in the design of a ship, which may not be discovered by carefully analysing its elements, by which its properties become attributed to certain known causes; and there are no qualities possessed by any ship whose form and dimensions are known, and consequently whose elements can be strictly calculated, which cannot be transferred, with such a degree of probability as to amount almost to certainty, to

another ship. There is something then to work upon, with every prospect of success, and the intricate causes which contribute to impart the greatest degree of excellence to vessels may soon be unveiled. "Since naval architecture is reckoned amongst the practical branches of science," says Atwood, "every voyage may be considered as an experiment, or rather as a series of experiments, from which useful truths are to be inferred towards perfecting the art of constructing vessels: but inferences of this kind cannot be well obtained, except by acquiring a perfect knowledge of all the proportions and dimensions of each part of the ship; and secondly, by making and recording sufficiently numerous observations on the qualities of the vessel in all the varieties of situation to which a ship is usually liable in the practise of navigation."

Should our Society be instituted, we would recommend inquiries into every department of natural knowledge connected with abstract and practical mechanics. During the progress of the necessary scientific and experimental data, sound information might be disseminated by an analytical digest of the forms, qualities, and equipments of the ships already built; thus employing all the comprehensive advantages of induction, till a more refined and particular process can be obtained. At least one ship of every class might be elaborately discussed, and the results tabulated. Of the selected vessel, her sailing and other properties should be described; her centre of gravity and metacentre determined by experiment; the capacity and stowage of her hold and store-rooms critically examined; the force or moving power of the sails acting at the *point velique*, or resultant of the resistance, ascertained; and the weight of her masts, yards, ordnance, and every article of furniture carefully estimated, so as to exhibit the mutual laws of dependence between the hull and its components.

Such are the inquiries which form a portion of our proposition, and which we think demand immediate attention. Indeed, it is now more requisite than ever, if our naval supremacy be worth retaining, that true principles should be inducted and understood; for the inquisitiveness of our continental friends into the cause of our past successes is so prying, as to betray their own eagerness for maritime improvement. In a word, we consider that a full knowledge of the laws, proportions, and rules of ship-building, together with the pure physical sciences which contribute to form them, are absolutely indispensable to the future interests of the empire.

RECOLLECTIONS OF THE BRITISH ARMY, IN THE EARLY CAMPAIGNS
OF THE REVOLUTIONARY WAR*.

It may have been supposed, by what I have written, that I had a prejudice against the Militia; but such is not the case: we received many very good officers, and excellent soldiers from that branch of the service, and indeed the Peninsular war was principally fed from that source; there, however, they joined in batches, from 50 to 100, soon got amalgamated with the mass, and learned, by degrees, from the old campaigners, how to become soldiers; here, on the contrary, no one was a bit wiser than his comrade, and they were almost altogether ignorant how to take care of themselves: we were not much at a loss for quarters, as the Dutch barns, full of loose hay, offered always an excellent couch,—but as to everything else there was a lamentable deficiency. We had, as I said before, no commissary, and the officers of the companies had the task of procuring provisions, seeing them divided, and almost of cooking them, as the men would take no trouble.

Philosophers have endeavoured to distinguish man from other animals, by some particular characteristic. One has said that man is a laughing animal, but we may notice the near approach the monkey makes to cachinnation, not to speak of a *horse laugh*; another sage has called man a “cooking animal,”—if that is the true distinction, the French can boast of a great deal more humanity than ourselves; every Frenchman has some knowledge of the noble art of cookery, and if they cannot exactly make a dinner out of the sole of a shoe, yet give them ever so small a bit of meat, and a couple of biscuits, they will ferret out the remaining condiments, and kick up a savoury *potage*; or if there is no meat to be had, a piece of pumpkin, a pint of milk, and some bread, will furnish a respectable *soupe maigre*. In every company they have what is called a harbinger, with a small increase of pay; it is this man’s business to procure the rations, and divide them, while the rest are looking out for the accompaniments, or it may be said, that while the harbinger is providing the solids, (*pièce de résistance*;) the rest are busy in concocting the sauce. No such early gastronomic education exists for Englishmen; formerly when the farmer’s servants used to dine at the same table with himself, they came in at a regular hour, and had their meals put before them, but of the manner in which they were prepared they knew no more than of astronomy. When the farmers became gentlemen, they turned their labourers out of doors to seek their food. The single men were generally in some lodging, and no variety existed in their food, a piece of cold bacon and bread being generally brought to them where they worked; on Sunday, perhaps, they had part of a baked joint. For the married men, field-labourers, and artisans, they all had their dinners prepared by their wives, and were also entirely ignorant of the mysteries *de la cuisine*. Now this is a very serious loss to the soldier; they say an Englishman fights best with his belly full, but he is, of all others, the least likely to fill it, when provisions are scanty—it would be one of the advantages of a camp of instruction to teach him this useful art, and indeed in bar-

racks every man in turn ought to take a spell at the cookery of his mess. They talked of teaching every cavalry soldier to shoe his own horse; it appears equally requisite to teach cavalry, infantry, and artillery the way to make most of their sometimes small allowance. Towards the latter part of this campaign we became much straitened for provision, and as it would have been cruel to have taken the Dutchman's milch cows, we had nothing left but to make war on the unfortunate swans. However the Roman epicures liked the cygnet, I question if they ever ventured to eat an old swan: it requires an excellent set of grinders to perform that task, and I doubt if anything in this world is tougher, except perhaps the infernal venison described by Pope, "a roasted tiger stuffed with tenpenny nails."

I forget which of the days it was, the 2nd or 6th of October, that was Sunday, but just as the advanced posts became engaged, a canny North Briton, who was in the same company with me, exclaimed, "Eh Lord, sirs, what a Sabbath we are going to spend!"

On the 2nd of October a woman (I cannot call her a poor woman) was shot through the neck, not in the act of skinning eels, but in ripping the lace and epaulettes from the jacket of a defunct officer of French Hussars; and on the same day I saw a private of the 15th Light Dragoons, come in with about a dozen prisoners: he had been late in the inspection of their necessaries, and the only way we could judge of his attention to that important duty was by admiring an immense bunch of powder-bags appended to his saddle skirt, certainly about as unprofitable a piece of plunder as any heart might desire. The two last prejudices of the *ancien régime* to which Frenchmen adhered were the cocked hat and queue; the former was generally glazed, and as to the latter, every French soldier had a tail to his head something thicker than a rattan cane, about six inches in length, and where the riband finished its spiral convolutions at top it was fastened by a small clasp with a little sort of medallion in white metal, like those sometimes inserted in snuff-boxes, or on the heads of walking-canes, whereon the hero might either have engraven the initials of his mistress, or those of the battle in which he last fought, *selon la fantaisie*—every soldier had a powder-bag as an indispensable part of his kit.

At the period of the embarkation of the Russians I had some business to do at the Helder, and on my ride down I observed a party of them in a bivouac near the sandhills: it had been washing-day with them, and in order to procure a current of air to dry their linen, they had pulled down the two side walls of a small house that had been used as a temporary shed for cattle, where their *chemises* were flapping in the wind. Near this laundry of new invention cookery was in progress, and I had the curiosity to peep into the cauldron hanging over a wood fire: it contained in the boiling water the head of a bullock or cow, with the hair peeling off by the force of the hot water; its mouth was stuffed full of grass, and it had all the look of imploring the pity of the bystanders; one of the assistant cooks had just made a successful attack on the wheels of a tumbril, from which he returned with a good handful of cart grease, to serve a relish after the delicate soup in the camp kettle.

Previous to the armistice, some of the dykes had been cut to cover our front by a defensive inundation, and several of the cantonments

became, by that means, insulated, the houses being surrounded with water, which added to the moisture from the clouds, we were well saturated. The water for drinking was so brackish that we could not taste it, and the only beverage was milk, which however pleasant for one's drink, agrees ill with the stomach, particularly in a crude state: to this we had to add some bad bread, and tough swan steaks. From these causes, sickness soon began to show itself, dysentery and ague prevailed, and that disease which we call in the army "the Englishman's," when he complains that "he has pains in all his bones and can't eat,"—which latter he thinks the most serious of all symptoms.

During these leisure days we had scarcely any other resource than studying the character and manners of our Dutch hosts; which was not a matter of much difficulty, as they appeared to be good-tempered, quiet people, with a plentiful scarcity of ideas;—nothing can be more methodical than their mode of living, one day being the exact copy of the preceding. North Holland is altogether a country of pasturage, which entails very little labour on the husbandman. Hay-making (which they do not make) seems to be the only thing the farmer himself enters into; the grass, when cut, is tossed about in the field until quite dry, and then carried into immense barns. What would an English farmer think of building, and keeping in repair, barns as large as churches, to contain nothing but hay? When this harvest is gathered in, the farmer has nothing to do; his man, or men-servants look after his cows when in the field, take care of his garden, and do all that is required, while the master of the house takes full possession of the fireplace for the whole day. A Neapolitan *lazzarone* might envy a Dutch *boss* in the enjoyment of the *dolce far niente*. He rises before daylight, for what reason it would be difficult to tell, takes his cup of coffee and glass of gin (schnaps), he then lights his pipe, which is hardly ever out of his mouth for the rest of the day. At twelve o'clock he is called to preside at the dinner-table, which put me in mind of something of the same kind in the west of Scotland: the family is all assembled, the servants at the foot, while the boss presides at the head with his hat on, and having said a prayer by way of grace, long enough to please the most fastidious *Covenanter*, he leads the way to the attack on the provisions.

The first dish is invariably a large, and rather flat, brown pan filled with a kind of hotch-potch, into which everyone dips his or her spoon in succession, with a regularity of stroke and solemnity very edifying. When the upper party was satisfied, the dish was removed to the lower, and the same ceremony gone through with the younger; and those who had shorter arms, it seemed a little exertion to reach the mess, and it gave me the best explanation I had ever had of the proverb, "he that sups with the d—l ought to have a long spoon." The soup was followed by some plain boiled meat and cabbage, and generally finished with a dish of pancakes; the whole washed down with some bad beer.

The boss then adjourns to the fire and never leaves it again until bed-time, unless just to look at the source of his riches, the cows in the next apartment; I call it so, for it is kept in quite as good order as any other room in the house. Whether it is the usual time for housing these pets, or that this season was particularly wet, the cattle were all under cover in October; but this might have happened from the far-

mers, knowing our stock of provisions to be short, did not like to trust their cows out in the field.

At a certain hour a coffee-pot was placed at the fire-side, and a tray before our host, containing one of those little blue japan tea-cups and saucers sometimes seen on the upper shelves of old ladies *curious* in crockery, and this my host filled and emptied so often, that I got quite tired of an attempt to count the repetitions.

Whilst the owner of the house seemed to monopolize the fire, his "womankind" were seated at the window at work, having each under their feet a small pan of charcoal, covered with a perforated wooden box, on which they placed their feet.

We were roused from the contemplation of "sleepy Hollow" (or Holland) by an order to proceed to the Texel for embarkation: having been myself in bad health, I was allowed to embark in a sloop of war, that landed me at Yarmouth. Just before we sailed, two or three officers that had been prisoners of war and exchanged came on board; on one of them I discovered the tattered remains of the uniform of my own regiment. I did not know the man by sight, but on hearing the name of Mr. P——c, I recollected there was such a person: at present he looked very forlorn and unhappy, but a good dinner in the gun-room seemed to have performed wonders in his behalf, and after he had added a couple of glasses of wine, he favoured us with the following curious confession, and unique specimen of autobiography.

One of the officers having asked him how he came to be a prisoner, he gave us this relation:—

"It was on the 19th September, and I was walking in the rear of the regiment a good bit: the sand was very tiresome to walk through, so I thought I would rest awhile in a barn that was near. As I got to the door who should I see but the Prince (the late Duke of Gloucester) come up; he shouted to me, 'What are you doing there, Sir!—your regiment is just going into action;' so I says, 'I am taking care of the Colonel's horses;' at which the Prince said 'Bah!' and rode on. I then went in and lay down amongst some straw in the barn, and I suppose I fell asleep, as I was awoke by hearing people talk that I could not understand, and one of them pulled me out from the straw where I was lying; they all gathered round me and began jabbering away, one of them tore off my epaulette, another broke my sword in two, and the first began flapping me in the face with my own cocked hat,—I soon guessed I was a prisoner, and they marched me off to the rear."

After we had taken a hearty laugh at this unusual confession of a coward, one of the party asked him what had induced him to make the Army his profession? "I will tell you all about that," said he: "My father is an organ-builder in London, and he put me apprentice to his business; somehow I did not like it much, and I could not get on. Then I went to blow the organ in one of the churches—that did not do. Then I tried the Militia—that did——"

"Then," said my friend, "you tried the Army, that did not do.—Now, Mr. P——c," continued he, "you have much amused us with your adventure with the French and the history of your early days; now let me give you a small piece of advice, which is, when you land, to proceed anywhere else than to your regiment, as they have got there an awkward trick of bringing people to a court-martial who may happen

'to be in the straw' at improper seasons." He was thanked for his advice, and it was followed. Whether Tommy P——e returned to organ-blowing, organ-building, or the Royal Surrey, we never heard, but we saw him no more. This was not the only instance of weak nerves: on the same day that the Prince said "Bah!" the Adjutant of the 2nd battalion — regiment, as soon as they came within the reach of fire, not liking it at all, put his horse to the rightabout, and rode straight down to the Helder: he there said that he was going home with dispatches, and got a passage in a King's cutter, then on the point of sailing, and never called a halt until he arrived in Edinburgh. "None but the brave deserve the fair!"—the adage was exemplified in this case, as the wife of the runaway was no sooner acquainted with the cause of his sudden appearance, than she fairly told him she would rather have seen his corpse.

Had the Allies acted in perfect concert during the campaign of 1799, it might have been as fatal to France as that of 1814; but difference of opinion early existed between the Austrians and Russians; and in the middle of their successful career in Italy, Suwarrow separated himself from his allies and plunged into Switzerland, to meet a succession of difficulties and disasters, while the movements of the Archduke Charles on the Rhine were paralyzed by the indecision and delay of the Aulic Council. In love and war there is always the *beau moment*, which once lost can hardly ever be retrieved. Very soon after the Russian armies were recalled by their capricious master, the Emperor Paul, Buonaparte returned from Egypt to France, and his appearance gave a fresh complexion to the military affairs of that country. Still, at the opening of 1800 the advantages were all in favour of the Austrians, who were in possession of the whole of Italy, with the exception of Genoa, where Massena was completely blockaded, and finally forced to surrender, while Melas had driven back Suchet through the Maritime Alps, and had actually got a footing in the French territory; but the whole of these successes were rendered nugatory by the passage of the Alps by Buonaparte, and the battles of Montebello and Marengo.

The British ministry, in the early part of 1800, thought it proper to send a force into the Mediterranean, not only with the view of the occupation of Egypt by the enemy, but for the purpose of creating diversions in favour of the Austrians, who were then closely blockading Genoa, assisted by our ships of war. Accordingly about 6000 men were ordered to embark at Deal early in April; and to give greater celerity to the movement, we were placed on board ships of war, with the lower deck guns out. Most of these were captured at the Texel, and too small to be taken into our service as line-of-battle ships, they were therefore fitted up for the more ignoble purpose of being "lobster smacks," as the sailors called them. They were indifferently manned, and to command them several officers were removed from "the shelf," where they had lain so long that they did not use their "brief authority" with all the discretion they ought—particularly in one or two instances, where persons, long out of employ, and quite unconscious of that gentlemanlike feeling and mutual consideration which has sprung up between the two Services, thought they but displayed their consequence by doing *bashaw*; and, taking it for granted that soldiers ought to know by instinct all the rules on board a man-of-war, they punished

the least infringement, although effected under entire ignorance. . Before leaving the Downs an order came to send all the officers' wives on shore, which was so imperative, that there appeared no way to evade it; in fact, they were all obliged to land, but previous to sailing a few were smuggled back, who highly congratulated themselves when we got under weigh, little calculating on the disappointment in store for them: being obliged to put into Torbay by a strong westerly wind, we had not been there two days when this anti-feminine order was acted on with the greatest rigour, giving these poor ladies the additional annoyance of nearly two hundred miles to travel. Here we found the Channel fleet at anchor from the same cause.

When the wind came round to the east and allowed us to pursue our voyage, nothing could be finer as a warlike spectacle than a fleet of nearly fifty sail, all of them ships of war, getting under weigh together. We parted with the Channel fleet off Ushant, and had a most delightful passage through the gut of Gibraltar: all of the men who had suffered from previous illness during the last campaign seemed to inhale fresh life when they first breathed the mild air of the Mediterranean; and all was joyous anticipation as we entered the harbour of Port Mahon. This magnificent basin is capable of holding all the fleets of Europe, is completely landlocked, and the only inconvenience that it is subject to is sudden squalls from the surrounding hills, which make it unsafe for boats to carry sail. Minorca is one of the finest military positions in Europe or the world, and proved of vast advantage to the Spaniards during their struggle with the French in the south of Spain, serving as a refuge after disaster, and a point where attacks might be directed from. One of the Balearic group, the isle of Cabrera, was for a long period a depôt of French prisoners.

Three battalions of our small army were sent up to Genoa in ships of war, in case their services might have been required; but were too late, as Massena's army, after being in a dreadful state by famine, that reduced them to half their original number, had surrendered a few days previously.

As there was no house-room at Minorca for so many additional troops, it became necessary to encamp us; but that was a matter of no easy accomplishment. The hills about Port Mahon are little more than barren rocks, affording but a scanty nourishment to a few stunted shrubs, and the small portions of earth that supplied them with life was, in the heat of summer, almost as hard as the rock on which it rested. After much research the only spot that could be fixed on was one which had formerly served as a burying-ground to the neighbouring lazaretto (not a very pleasant reminiscence). We accordingly set to work in establishing our canvass domiciles, in doing which it was not unusual, when driving in a tent-peg, to find we had started from its repose the leg or arm-bone of some unfortunate fellow, who had died of "suspicion of being suspected" of having the plague. We had scarcely got possession of our new abodes when we found thousands of fellow-lodgers in the shape of earwigs, while the heat during the day reflected from the rock was scarcely supportable, and was no doubt the reason why we were so soon visited by the cholera (facetiously called in the army Corporal Forbes). It, or his presence, occasioned us to be as seldom under canvass as possible, passing the time either in boating or visiting Port

Mahon and Ciudadella, and admiring the Spanish girls with their long hair—a curious freak of fashion, in a hot climate, to have the hair as thick as a horse's tail, and tied in the same fashion, reaching down to the heels. The Minorquese belles seem, however, very proud of this unwieldy appendage.

Notwithstanding the variety of our contemplations, it was with no reluctance we received the order to embark for Malta, and leave the "corporal" in charge of the carwigs. We had not made above 150 miles from Minorca, when we were becalmed, and remained in that happy state, in small transports and under a July sun, for a whole fortnight, with no other amusement of an active nature than endeavouring to kill the sharks with which we were surrounded. At length a breeze sprung up, and carried us into Marsa Sciocca, on the south-east side of Malta, from whence we marched to our cantonments in the village of Binkikarra. The blockade of Malta, which had now lasted eighteen months, commenced very unexpectedly, and had nearly proved fatal to those who under the impulse of the moment first instituted it. After the departure of the French army for Egypt, the Maltese people began to recover from the stupor into which they had been thrown by the unlooked-for occupation of their island by strangers, and their indignation against the treacherous Knights who had yielded up the fortresses was at its height, when some unprovoked aggression on the part of some of the French soldiery brought their feelings of enmity into full action, and a general insurrection took place at once over all the island. The French general, Vaubois, not being able to cope with such an armed population, after throwing a garrison of 60 men into Civita Vecchia, retired himself with about 4000 into La Valetta and its dependent forts. He immediately sent all the armed vessels he had to sea, to intercept the supplies which the island derives almost entirely from Sicily. The Maltese had not foreseen this retaliation, and were driven almost to despair when they found its operation; it was calculated that 4000 persons had perished from famine and disease, when the appearance of a Portuguese squadron, that drove the French under their guns, inspired fresh hope: the blockade of the island was now changed into that of Valetta, and the arrival of the late Sir Alexander Ball soon put affairs on a better footing. Two regiments (the 30th and 89th) were landed, and General Graham (Lord Lynedoch), who had arrived from Mantua, took the command: he was latterly superseded by General Pigot. The confidence restored in the first instance to the Maltese peasantry added fuel to their previous animosity, and they committed acts against the French worthy of their successors, the Spanish guerillas. Having established an intercourse with the inhabitants of Civita Vecchia, a party of these peasants scaled the walls in the night, penetrated without alarm to the barrack, and there murdered in cold blood the whole party, consisting of two officers, two sergeants, and 60 men; and after this, to them, glorious exploit, they practised atrocities on the dead bodies that cannot be with decency related. Proud of this affair, they lost no opportunity of cutting off solitary individuals who strayed beyond the walls in search of food. One wretched Frenchman they caught beyond the walls of La Cottoneira, gathering figs: they cut off both his hands, crammed them into his pockets, and sent him back half dead with pain and loss of blood. Whenever one of these peasants could get by any means a

charge of powder and ball, he would come down to the outposts, and creep like a snake under the stone walls until he could get within musket-range of the enemy's sentries—then, passing the firelock through the interstices of the wall, he let fly;—if he chanced to hit his *bird*, he would return delighted, and have something to boast of for months.

Twenty thousand of these peasants gave in their names for an assault on the works of Valetta,—either a mere idle bravado or from total ignorance: such an attempt would have been fatal to the best troops in Europe; and although the Maltese were good at a cut-throat expedition, it is not clear that they would have been of equal value at a “stand-up fight,” if we can judge from the conduct of the Maltese regiment, at a subsequent period, at Porto Ferrajo, such an enterprise as the storming of Valetta was quite beyond their capacities. Sir Ralph Abercromby, who visited us in August, soon threw cold water on this foolish project; it was understood that on leaving the island he had also left directions that, in case the garrison held out beyond a certain day, the blockade was to be raised. This news, whether correct or not, kept us in constant anxiety for every symptom of surrender, and they soon began to show themselves. The attempt to send out the inhabitants, to diminish the mouths, had already been early checked; and indeed it would have been an act of great cruelty to these people, as the peasants made no sort of distinction amongst those within the walls, and would have equally murdered their countrymen and the French, if placed within their reach.

To prevent the two frigates in the harbour from falling into our hands, they were sent to sea half manned on the evening of the 24th. *La Diane* was captured and *La Justice* escaped. Their sortie afforded a sort of spectacle: the burning of blue-lights from the ships forming the blockade, with their fire at the escaping ships, were increased in effect by the accompaniment of the summer lightning, which at Malta is very brilliant. On the night of the 2nd of September the French gave us another *feu de joie*, the whole of their batteries keeping up a fire for a great part of the night; five or six shells were to be seen at one time in the air, and there was the usual attendance of summer lightning. While the eyes were amused with this pyrotechnic display, there was also something to interest the ears: the reverberation of sound is very great within the harbours of Malta, and doubled or trebled the effect of the cannonade. As it was merely a pretence to get rid of ammunition, the fire was not directed against any particular object; and the only casualties were a Maltese *minus* his head, and an artilleryman wounded. The next morning, to our great joy, the white flag was displayed; and the day afterwards the Grenadier companies took possession of Florian. It was with some feeling of youthful pride that I assisted in hoisting the first British flag on the ramparts of the Knights of St. John of Jerusalem.

When the principal gate of La Valetta was to be given up to our possession, I accompanied the officer, and on arriving there we had the greatest difficulty in keeping back a mob of Maltese who wanted to force an entrance; the French guard joined us in this endeavour, and two or three of the Maltese were wounded before we could get them to keep back, which was only effected by closing the barrier gate. These people, who had no other idea of a capitulation than that they were

to be allowed to enter and massacre the garrison, were exceedingly surprised to be balked in so laudable an enterprise; and seeing us join the French guard in repelling them, they immediately called out that they were betrayed by the English: however, at last, seeing they had no chance of forcing their way, they gave up the attempt.

The next day I was sent to relieve this officer, and knowing that the garrison had it not in their power to have a meal of meat for many months, I ordered our mess-man to send me a quarter of roast mutton, some loaves of bread, and a few bottles of wine, which arrived just before the gates were shut in the evening; the delight of the two French officers who were on guard with me was great beyond description; they asked permission to ask one or two of their comrades to join them in the feast, and we soon had the company of a Swiss Major and a Captain of Engineers. It would have been at once the delight and reproach of a *gastronome* to have witnessed the attack on this *pièce de resistance*. I could hardly cut up the mutton fast enough to satisfy the hungry maws ready to devour it; they declared (and I had no reason to doubt it) that it was the first meat they had tasted for eighteen months—every donkey, dog, and cat had long since disappeared; and a baker, when all his other resources failed him, made a good thing of it by selling all the rats that he could entrap or kill on his premises. For the last six months of the blockade, the daily rations did not exceed eight ounces of bread and a wine-glass of bad oil. This state of starvation originated with the French Commissaries: there was at the commencement of the blockade sufficient grain in the magazines to have lasted the garrison for six years, but the Commissaries made no scruple of selling this to the inhabitants, and even to masters of vessels going to sea; and we may say, without exaggeration, that we owed the fall of the place to their rapacity and selfishness.

The following day we got possession generally of all the gates of Valetta, and the French garrison were embarked in two divisions from the Marsa Muschete harbour: they had a good dinner of fresh provisions served out to them, and a moderate quantity of weak wine, which, however, operating on stomachs "all but" unused to such a stimulus, the fumes flew quickly to the upper region, and when they marched down to embark they were already "half seas over." The principal part of the garrison consisted of the 19th demi-brigade, and when they came to give up their colours emblazoned with the names of the early victories of Buonaparte in Italy, the act was performed with the worst possible grace, attended by sundry *sacres*, and we found almost all the firelocks loaded with ball nearly to the muzzle, whether as a means of destroying the ammunition, or the chance of accidents in our hands, we could not ascertain. They were at length fairly planted in the boats, and, as they rowed round the point of St. Elmo, one of the serjeants, as a sort of leader, stood up in the boat, and sung, accompanied by all the rest, the *Marseilloise*; while the Maltese lining the batteries were abusing them, in their guttural Arabic, in all the maledictions of the East,—burning their fathers, grandfathers, and all their ancestry, not forgetting themselves.

The two finest fortresses in Europe may be said to have fallen into our hands by accident. It was merely a sort of *lark* among some sailors that gave us possession of Gibraltar, and Malta fell into our hands by a combination of circumstances purely accidental. A private

quarrel between a French soldier and a Maltese peasant fired the train of insurrection, which broke out at once over all the island; then the Maltese may regard the arrival of the Portuguese frigates quite a providential affair, as without that they would have perished miserably of famine and disease; the French would have had no compassion on their sufferings, so much were they incensed at the massacre of their comrades at Civita Vecchia; then the Portuguese squadron being under orders for Lisbon could not have delayed their departure many days when the arrival of Sir Alexander Ball took the task off their hands. He was soon joined by the Northumberland and Genereux; he established himself on shore, leaving the squadron under Captain Martin, and from that time the blockade was regularly established, and finally put us in possession of this—one of the brightest jewels in our colonial diadem.

It is curious, coming from such a man as Lord Nelson, that he expressed in his place in the House of Lords, "that Malta was of no value to us, because it was not situated opposite Toulon," as if we were always to be at war with France and with no other nation. It needs only a glance at the map to see it is one of the finest military positions in the world, not only commanding the Mediterranean generally, but being absolutely the key of the Levant, possessing a naval arsenal, two of the finest harbours in the world, excellent as a commercial dépôt, and occupied by a hardy and abundant population. No country in Europe (not excepting Holland) is so densely peopled as Malta: the island itself is in extent about the size of the Isle of Wight; and Gozo, two-thirds less: yet in 1800 it was calculated that these two islands contained 110,000 souls, and of course it is much increased, even after the visitation of the plague. The habits and physical qualities of the Maltese seem to be better fitted for sailors than soldiers: they are mostly familiar with the sea, which so closely hems them in; they are short in stature, active in body, with broad chests, and muscular arms. I have no doubt that, at the commencement of a war, from seven to ten thousand men might be procured for a trifling bounty to man our ships, who would in a comparatively short time become able seamen; and even now I should think it advisable to have a portion of our crews in the Mediterranean, as well as for the ships in the East and West Indies, composed of Maltese; from their almost constant exposure to the sun, they are better able than our own people to resist the debilitating effects of warm climates.

Malta has been in ancient and modern times the scene of so many invasions and events, and descriptions have been so multiplied, that it would be superfluous again to make the attempt, further than to say that it deserves a visit from every military man. The works of Bergen-op-Zoom, Tournay, or Lille, are like child's playthings compared with the enormous bastions and cavalices of Malta, the former of which are mostly hewn out of the solid rock itself, on which no bombardment could scarcely have effect; it also possesses the advantage of being difficult of approach, as but a few inches of soil cover the rock, and it would be nearly impossible to cut trenches, or approach by flying sap.

The Maltese, it is needless to say, are Roman Catholics, and many events in the history of their island serve to attach them strongly to that form of worship. Although Bryant and other critics dispute the title of the island to the place of shipwreck of St. Paul, still the inhabitants firmly believe it, and point out the exact spot where it happened,

and the cave in which he took shelter: they also insist that, like St. Patrick, he drove away all venomous animals. I have seen several snakes in Malta, but I will not pretend to say they were venomous; at Gozo, however, I found a scorpion one night on my pillow. I had observed, after being a short time in Valetta, numbers of pigs running about the streets, all of which had a part of the ear cut off; on inquiring the reason why they were thus marked, I was told they were *porci de purgatorio*, which meant that out of each litter of pigs one was put apart, had its ear cut, and was allowed to run about the streets receiving the eleemosynary garbage of the natives. To use the words of the *Almanach des Gourmands*, when these *charmants adolescents* attained the age of maturity, or discretion, they were taken up, killed, and the produce in money given to the priests to say masses for the souls in purgatory.

They have also an idea that on Christmas eve there arises from the earth a nondescript animal, the guttural Arabic name of which I do not recollect, nor could I, if I did, pronounce it. This ambiguous beast of Domdaniel they have the utmost horror of encountering; and out of this credulity some officers, quartered in Rabato, the principal place in Gozo, created some amusement to themselves and infinite terror to the natives; they dressed up a figure on a common cane-backed sofa, under which they concealed themselves, and walking about a little before twelve, uttered the most dismal cries. As these people had never the smallest idea of what is vulgarly called *larking*, those who had not yet retired to rest were seized with the utmost panic; one man who had seized his gun under the apprehension of robbers, and might have made the performers pay dearly for their joke, the moment he saw, in the uncertain light, the unshapen mass approach, and heard the dismal ulaloo, he dropped the offensive weapon, and retired to his wife muttering *Sheetco, Sheetoo* (the devil). The next day it was the universal subject of talk, and many ridiculous and improbable stories were spread about.

I understand that Mr. Coleridge, who was some time in Malta in an official capacity, has written something relative to the superstitions of the Maltese; I have not seen his book, but at the risk of repetition I will add two instances of that kind that have fallen under my own observation. In every third or fourth house among the lower class of inhabitants is to be seen, as an inmate, an unfortunate-looking brute of a dog, not higher than a turnspit, with legs of the same fashion, a little sharp nose, and a tail looking like that of a roasted hare: the creature is quite hairless, and looks as if it had been that moment scalded, while the livid spots on its skin, seen without the intervention of any covering, look very disgusting. When I asked a Maltese the reason of his entertaining such an unhappy-looking monster, he said they were very useful. Whenever any one was taken seriously ill with fever, they had nothing to do but put the dog to their feet in bed, the animal absorbed all the fever and died, while the man lived. This undoubtedly has been tried; the probability is, however, that the man was getting better naturally, and the poor dog died of suffocation. I have since learned that these dogs are to be found in Greece, and applied to the same purpose.

In listening to the conversation of the Maltese, I frequently heard, in reference to people in bad health, the word *paura*, which I took

naturally enough to be an apprehension of death. I happened to call on a gentleman who I heard was ill; he appeared to me to have nothing the matter with him but a bad cold, which, however, is a rare complaint here. When I asked him what was the matter, he replied *un' paura*. "What do you mean by a *paura*?" "Why," said he, "six months since I was at Naples, when the King arrived from Sicily; they erected triumphal arches for his reception; I was standing under one of them when part of it gave way, so that we expected it would all come down; it gave me a *paura*, from which I have never recovered." This is, or was, a very general idea, that the impression of sudden fear was received, as it were, into the system, and there lay latent to germinate whenever any exciting cause, however trifling, brought it forth.

I shall conclude this sketch of Malta with some account of the climate, which, taken generally, I should say was not at all calculated for invalids. The winter, properly so called, may be said to commence in the middle of January and extends to the end of February; during this period heavy storms of wind prevail, generally from the north-east, accompanied with a quantity of rain. These gales last for three or four days, and during their continuance the weather is as cold and comfortable to the feeling as a sleety February day in England, without any resources within-doors, although some of the English families have contrived to construct fire-places and procure coal from England.

In the intervals, however, between these storms the weather is fine and pleasant, and frost has never yet reached so far south; after the vernal equinox the heat becomes suddenly as great as in England in June; and in the latter end of May they cut the barley, the only grain grown on the island, which is succeeded by the cotton plant; the weather is peaceable until July, when long calms prevail, the power of the sun is augmented, and, from the great evaporation of the surrounding sea, there is a constant haze, and the visible horizon is very limited. In addition to the great heat of the sun, reflected from a white rock, the months of August and September are particularly distinguished by the visits of the south-east or scirocco winds, which, however, seldom exceed three days in their visits: during their prevalence the wind feels exactly as coming from the mouth of a heated oven, the haze is increased to a great degree, and quantities of fine sand and dust are borne along with the wind, penetrating everywhere.

The rise in the thermometer bears no proportion to the increased sensation of heat, and this may be owing to the arid nature of the wind, which dries up the perspiration, and prevents all relief from that quarter; therefore every one during its continuance may be said to be in a sort of fever. The Maltese close all their doors and windows, sprinkling the floors with vinegar; and then the luxury of having ice is felt in its perfection. Nature seems to have placed Mount Etna purposely for the refreshment of the surrounding lands; it is said that the Bishop of Catania has 10,000*l.* a-year from an estate without a blade of grass on it. In the latter end of October the first rain falls, generally accompanied with a violent thunder-storm, and from that period until the beginning of January the climate is quite delightful. It is curious that during this, period if by chance a scirocco should happen, which is rather rare, in place of being charged with sand and dust, it is saturated with moisture, which is equally penetrating.

LEAVES FROM MY LOG-BOOK.—MY SECOND TRIP.

BY FLEXIBLE GRUMMETT, P.M.

No. VII.

"And back I flew to its billowy breast."—*The Sea*.

ON, the bright, the glorious, the happy days of boyhood and youth, before anxious care and stern responsibility have shed their withering influence upon the heart, and shadowed over as with a cloud the smiling prospects that shone so brilliantly in early life! I remember, when I was a youngster, I thought all Captains had a snug easy berth of it and lived jovially—they kept no watch, they went ashore and came aboard just when they pleased, and every order that they issued was implicitly obeyed; indeed they seemed to have nothing to do but eat, drink, and sleep. I longed for the hour to arrive that would see me a Captain. I have had a command, but I found it no such Marine officer's commission as the visions of former times had pictured to my fancy—the safety of the vessel, and the life of every individual in her, rested upon my watchfulness, for when the head slumbers the other members of the body are inactive. How many sleepless nights, how many wearying days I can now reckon, that were not taken into calculation when no responsibility disturbed my repose! The Commander of a ship has a most onerous station; and his juniors should carefully avoid adding to his anxiety by a strict attention to duty, and making allowances for any little petulance as long as it does not betray a want of gentlemanly feeling. It should be remembered that a Captain can have no confidant in his ship, no one to whom he can unburthen his mind in difficulties and trouble; the canker worm of disappointment, distress, and even wretchedness may be preying upon his vitality; he stands alone, and though not unpitied, yet is he generally unfriended and unblest. But to return to Calcutta.

"By all that's lovely, Grummett, we are in luck's way," exclaimed Pascoe as he entered my room at the house in Cassatoolah-street, where I was sitting, with my sable attendant standing at a respectful distance from me, his arms crossed upon his breast,—“we are in luck's way, my boy; but avast, can you dance?”

"Indifferently well," answered I,—“as far as a country-dance or a four-handed reel goes, I could make a shift to get through tolerably enough.”

"You'll do then!" returned he, holding out the tails of his uniform coat, and sideling along like a lady in a minuet. "For my own part, I am quite an adept, and could dance you a hornpipe on the head of a scupper nail. I wish old Snatchblock was up here, it would be capital fun to take him with us and set his broad carcass upon 'the light fantastic toe.'"

"And where is it you are bound to?" inquired I, "for I am partly engaged to my old schoolmate this evening, and, poor fellow, I should not like to disappoint him."

"Ahem,—hum!" ejaculated Pascoe, bowing with mock gravity; "certainly the loss of such super-excellent society as yours must be a

great disappointment indeed. Yet after all, Grummett, you are but a dull sort of fellow to what I am. Who would think that a handsome young reefer like you should prefer the company of a prosing body of a clyster-maker to the delight of sporting with some pretty little chee-chee in a ball-room?"

"Some pretty little chee-chee!" reiterated I inquiringly; "what the devil do you mean by pretty little chee-chee? I never heard the name before."

"Oh, aye—yes—now I remember, this is only your first voyage," returned Pascoe affectedly, "and therefore your ignorance is excusable; but come, I'll take compassion upon you, and enlighten your mind upon the subject. You must know that last voyage we brought out a dancing master of the name of Innes, he messed with the midshipmen, and he was really, considering he was merely a *retailer of hops*, a gentlemanly sort of a goodish kind of a chap, and all the passage he used to be working up old dances into new ones, sometimes sluing 'em end for end, and he would hang on by the hammock battens and whistle to himself whilst he cut capers that scandalized every thorough tar in the ship, and more especially the boatswain, who swore that it was a sin and a shame that God Almighty's gifts should be thrown about in such an unnatural sort of a fashion. He had a dainty little kit that he used to scrape for us now and then, and set our heels agoing in the cockpit as fast as his elbow. Well, Grummett, I have just met with Innes, and he has invited me to a ball this very evening, at one of the first ladies' schools in Calcutta. He says all the high caste seminaries give a ball once a fortnight, where the young darlings exhibit for husbands, and the greatest rivalry prevails amongst these establishments, as to which shall dispose of the largest number to the best advantage. Of course there is good entertainment for man and ass, each vying with the other to excel. Now, Grummett, you and I are too young to be marriageable, and yet the lasses will be glad to see us; and so—but d—— it, man, don't look so glum,—will you go?"

"Tell me what you mean by chee-chee, Pascoe," said I; "don't deal out your information by halves."

"Well, then, chee-chees are the girls, that is, many of them," he replied, "a sort of half-and-half, a mingling of red and black blood, that gives them a copper-colour cast of countenance; yet there are some sweet delicate little creatures amongst them, so pale and languishing and interesting; positively I was in love with one of them last voyage for two whole hours by a well-regulated chronometer, and I swore to her by every dead-eye of the main-shrouds that none other should ever occupy my affections. But I say, Grummett, I got into Mangoe-lane—I forget, though, you know nothing yet of the geography of Calcutta."

"But is it not wrong, Pascoe," said I, rather seriously, "to endeavour to impress upon the mind of a young female that you have an attachment for her, when all that you utter is mere commonplace flattery without meaning?"

"Steer by your own compass, Grummett," replied Pascoe; "rely upon it, my words never broke a heart. But belay all that; will you case your lower stancheons in silk stockings and buff kerseymeres, and see something of school-life in the East or not, that's the question?"

"The offer is too tempting to be refused," returned I laughing, "and so my old school-fellow must excuse me, as I suppose he cannot go with us."

"As far as I am concerned I have no objection," said Pascoe, "but the ladies would lose caste if one who sits behind a counter was to be admitted amongst them. The sodger officers go for a pleasant evening, and they do a bit of the amiable and sport small talk to please the girls: well, then, 'tis settled you will accompany me. Boy," addressing the servant, "tell your master's bearers to polish the palanquin up and sport their best duds this evening. Good bye, my boy, till dinner time, I am off to tiff with a nabob; but I say, Grummett, don't sit prozing after dinner with the Purser, watch my wink, and then quit the table at the same moment that I do, mind the signal—adieu." And the light-hearted fellow started to enjoy fun wherever he could find it.

At eight o'clock we were in our palanquins, and the bearers trotting off with that peculiar emission of breath which indicates hard labour, as if their lungs were at work like the loose leather of a pair of bellows; and after a smart run they stopped at large folding gates, the upper half of which was open work, and through it we could see a long garden, with an oval plat in the centre, and a walk running round on each side of it up to the house, the upper part of which was brilliantly lighted up, and had a pretty effect through the intervening branches of trees, especially as the soft sounds of music came sweetly upon the ear.

"Look out, Grummett," exclaimed Pascoe, as our palanquins stood alongside of each other,—“look out, my boy, we shall soon be within the enchanted regions, and then!—d—— it, I'm in love with some of them already.”

The gates were thrown open and we passed on to the portico at the entrance of the building, where we alighted at the foot of a flight of steps; but here all was darkness, except a twinkling glimmer from a small lamp that showed there was a vacant space and stairs to mount higher. Without waiting for introduction, we ascended to a beautiful open verandah, that borrowed its light from a spacious inner apartment, tastefully decorated with draperies of white muslin edged with rose-colour, the room dazzlingly illuminated, the dancers footing it away most engagingly, and the punkahs in full play above their heads to keep them cool. In the pleasant shade of the verandah were several young ladies from seven to fifteen years of age; and seeing two youths arrive, they of course began to make us the object of their amusement, and probably had I been alone I should have felt considerable embarrassment. Not so Pascoe,—passing his arm within mine he whispered, “Now for it, Grummett, the petticoat chiefs are engaged at the other end of the room, and these are stray *lambs* of the flock.”

“They certainly do not look very *sheepish*,” said I, in the same low tone; “but cooch-perwaney, let us get them within hail, Pascoe.”

“My dear young ladies,” uttered Pascoe in a voice of subdued softness, “we are your most devoted and humble servants, ready to sacrifice life itself to obey your commands. Will you have a top-brick from the chimney, a piece out of the moon, or the stump of the north pole?”

A general titter followed this specimen of gallantry, and plainly indicated that the watchful eyes of guardianship were withdrawn. To

describe the sing-song drone of children in the East Indies, a habit they contract from their nurses, would be impossible, and yet there is a degree of plaintiveness in the tones that is not altogether displeasing.

"The young gentleman wants his mawmaw," drawled out one of the group, which was followed by a laugh from all.

"Alas!" returned Pascoe mournfully, "my parents are far away—my father is cook of the Huffy, and my mother goes a bumming."

I very naturally surmised that Pascoe's waggery was calculated to give offence, but he seemed to entertain no such apprehension, for he rattled away without ceasing, keeping the girls in a constant state of merriment and laughter.

"You do not share your companion's mirth," said a pretty, slim, delicate, black-eyed girl of sixteen, addressing me with but little of the chee-chee drawl, though she evidently by her colour belonged to the caste,—“can it be possible that you are dejected amidst so much pleasure?”

There was a touching, plaintive melody in her voice,—at least I thought so then. Bah! I am an old man now; but I think so still, for nothing thrills with more pure delight upon an untainted heart, than the sweet tones from the tongue of innocence and beauty.

"And are you happy, my dear young lady?" inquired I,—“you spoke with an utterance of sadness.”

"And if it were so," she rejoined, "do you act kindly in reminding me of it? I am not happy, there are but few except the children who are happy here. You are a stranger, of course you dance and will want a partner,—promise not to pester me with nonsensical talk, and there is my hand for two dances if you will accept of me. Your looks speak candour, and I rely with confidence upon you, if not unpleasant, to stay by me for the rest of the evening, or get your friend to go down one set with me. I see you imagine me bold and forward in making such a request, and I must not undeceive you. Yet"—and she faltered whilst a tear stood trembling on her eye-lash,—“yet indeed, indeed you must not think meanly of me.”

"Nor will I think meanly of you," replied I, "but feel how much I am honoured by being thus distinguished."

"Nay, nay," remonstrated she, "you must not consider it a distinction. I do not seek to serve you, but myself; I am here unfriended, at least by those who could assist me. But do not seek to know more, I have and will throw myself upon your mercy."

I do not know how it happened, but during our brief conversation we had detached ourselves entirely from the rest, and were leaning over the balcony at some distance from them, gazing on the quiet scene before us. I certainly was much surprised at the frankness of the young lady, and in all probability should have been disgusted at her thus offering herself as my partner, but there was an impressive energy in her manner that appeared to be prompted by some powerful motive and which at once interested me; so taking the proffered hand, I pressed it, as I hoped unobserved, to my lips. A slight cough close to my shoulder indicated that I was detected, and I heard Pascoe whispering in my ear the words I had used to him in the morning,—“‘But is it not wrong to endeavour to impress upon the mind,’ &c. Parsons do

not always practise what they preach, my modest friend!"—and off he went again to laugh and joke with the group, performing all manner of antics for the purpose, as he said, of displaying his agility in dancing, and to give any one of them an opportunity of selecting him for a partner.

"At all events," said I, addressing my fair companion, "there is one happy heart amongst us—there is nothing on earth could make that mad-cap sedate for five minutes together."

"May he never know sorrow!" returned she; "but we have not time to talk of him, the music will soon cease. You have not yet been presented, and I dare not be seen in the room with you till after your introduction to the governesses. And now, mind my instructions. The dancing-master regulates the ceremonies; ask him for Louisa Narain, and I will be near at hand to save trouble."

There was something extremely strange in all this, but I was not at an age that gives way to much reflection, besides, it was a sort of mysterious engagement that just suited the romantic fervour of my mind, and being determined to see the result, I readily promised to fulfil all that she enjoined me to perform.

"Now let us go to the others," said she, and we mingled with the group.

Pascoe was chattering away with his usual glee, when a stout, well-made, middle-aged man dressed in black approached us, leaning on the arm of a young and gentlemanly-looking person, who, observing Pascoe, hastened towards him, and we were introduced in form to a Mr. Mac-something, I forget what, dancing-master-in-chief of Calcutta, Innes (Pascoe's friend) being only the second in command. I observed that they looked rather surprised, and the elder one somewhat displeased, at seeing Louisa where she was, but neither of them uttered a word upon the subject. Mr. Mac left us, and trusting to Pascoe's introduction, I solicited the interest of Innes to comply with Louisa's request, he seemed embarrassed, but just at that moment the dancing ceased, and he required our attendance to wait upon the heads of the establishment. We entered the ball-room amidst the retreating of persons to their seats, so that we were but little noticed. But there were two whose eyes met, and the recognition was instantaneous, and that was Pascoe and one of the pupils, and for the rest of the evening my messmate was quite a changed character—it was the young lady he pretended to joke about in the morning.

At the upper end of the room, within a sort of saloon, commanding a full view of the large apartment, sat two elderly ladies, fashionably dressed and highly rouged, who were of course "pleased to see us;" and having been received under their gracious patronage, and made our salaam, we hastened away, Pascoe to renew a former acquaintance, and I to fulfil my engagement with Louisa. She was standing near one of the pillars, and by her side was one of the most hideous little wretches that ever my eyes beheld: he was importuning her in fractured English to dance with him, and pouring forth the most fulsome flattery, at the same time seeming to consider himself in the character of a favoured suitor. Poor Louisa's conduct was immediately explained to my mind: efforts were making to sacrifice her to this horrible piece of deformity, who, I ascertained, was the remnant of a Portuguese family, immensely

rich and thoroughly depraved. Louisa smiled as I approached, and looked timidly around, as I thought, for Innes, who was standing at a short distance from us, evidently much embarrassed. I did not hesitate a moment, but advancing towards her, claimed the promise of her hand, which was readily tendered, and I led her to the dance, which was just forming. There were about a hundred and twenty persons, including the pupils, present; the gentlemen were principally civilians and officers of the Army, and it was curious to witness the manœuvres that were practised by the senior Argus of the place to trot the young ladies through their paces; whilst it was palpable to a common observer, that there was some of as pretty pieces of intrigue going on amongst the juniors as could be well planned from the worst novels of a circulating library. I danced two sets with Louisa, and then, at her request, exchanged partners with Pascoe, who declared that he was up to his collar bone in love. It was truly amusing to see the amorous old military beaux, perfect veterans in the field, and men of undoubted bravery, smirking and practising the amiable amongst the little girls, who turned them into ridicule. I passed a very pleasant evening, but unfortunately was obliged to quit the room early from a cause that excited considerable mirth. Notwithstanding the punkahs were kept in constant motion, the mosquitoes were exceedingly troublesome--indeed their pugnacity was so great, that they brought everybody that had any blood in them to the *scratch*. I was just the sort of subject the rogues loved to feast upon, and both fingers and nails were frequently at work to allay (though it rather increased) the irritation of the bite. I was going down a dance with considerable animation, having a delicate little yellow-phizzed chee-chee for my partner, occasionally pressing her marigold-coloured hand, sporting a bit of flattery, and d--ning the mosquitoes, when Pascoe took an opportunity of congratulating me upon the handsome appearance of my legs, in white stockings with *scarlet* clocks, and looking down, I perceived to my great mortification that I had scratched to some purpose, as the blood had flowed down in several broad and conspicuous stripes, to the great amusement of the young ladies, who seemed to delight in discovering something to laugh at. I apologized to my partner, and instantly withdrew to the ante-room, where, standing in the shade, my tartan hose could not be well discerned. Louisa Narain joined me a few minutes afterwards, and reclining over the balcony, contemplating the calm beauty of nature, we conversed with unrestrained but innocent freedom on the enjoyments and delights of happy England. I spoke of my parents; Louisa was an orphan--her parents were in the grave, and left under the guardianship of a wily native, he was seeking to make the best bargain of her by a sale to the heir of the Mendozas--the creature whom I have before mentioned, and the governesses she was then placed under were aiding in the scheme, no doubt for a good consideration.

It was long before I could get Pascoe to quit the place, but at length we departed after an affectionate leave-taking of our companions. Away went the bearers, till, on passing through a rather narrow street, where the principal portion of the houses were in an unfinished state, our progress was arrested by a party of natives, habited in the usual dress, but with small red caps beneath their turbans, and armed with a

sabre and shield. At a short distance from them, with his back against a wall, stood an English seaman, evidently intoxicated, brandishing a quart bottle, and defending himself from the natives, who were endeavouring to lay hold of him, whilst he held fast by his long tail a Chinaman, who remained perfectly passive, and made no attempt to get away. The whole scene was extremely ludicrous, and we had a full view of it by the light of several torches. "Ship a hoy!" shouted Jack, as he saw our palanquins come up—"what ship, my hearties?"

"Halloo!" responded Pascoe, in the same loud tone, "are you in distress?"

"Distress be d—d!" returned the seaman, giving an extra flourish to his bottle, and looking sternly at one of his opponents, who was closing in upon him—"What's to distress me in them lubbers, eh?—But if you're country-come, why then just heave-to a bit whilst I dows 'em like a widow's pig."

Jack had construed the forbearance of the natives into fear at his own prowess, and hauling the Chinaman alongside of him by his tail, he prepared, as he said, "to tow him off as his prize."

"Avast, shipmate," exclaimed I, "you hurt the man.—But come, let us know what all this rumpus is about, and if you want help in a right cause you shall have it."

"Well, that's but reasonable, howsomever," returned the seaman, slacking out a longer scope of the Chinaman's tail, which the latter took advantage of to get at a greater distance from his victor, and this being observed by the sturdy tar, he took a turn with the queue round his wrist, exclaiming, "Ounly half a cable, you lubber!"

One of the armed natives respectfully addressed Pascoe—"Sahib, we chookedars for Lord Sahib—keep de peace o' Calcut."

"Chokeewallars, are you?" said the seaman, "then you and the chokee may go to blue blazes together—no stone jugs for me.—Arn't I captured a pirate, and arn't I a right to make the most o' my prize!—Sheer off, you lubbers!—do you think I'm waterlogged?"

"But you're grog-logged, my man," uttered Pascoe; "and as these are police officers——"

"Officers!" reiterated the tar, giving a bowse at the tail—"them officers!—tell that to the marines an you vull. Come along, ye bitch's baby—and ye are but lubberly rigged either, seeing that I'm obliged to tow you starn foremost," and he again essayed to drag the Chinaman off.

"But you must not use the poor fellow in that fashion," remonstrated I; "the law will not allow it; if he has done you any injury, give him into the custody of the police."

"Give him what?" ejaculated the seaman impatiently, "there's no such rope in the top, and as for them as you call police—then I'm blessed if I do; he may cut and run if he likes, and leave me the fag-end of the towline to make bracelets for Poll Hughes, or if he'll ax for marcy—why there," turning to his prisoner, "never say die, ould chap!"

"But what has he done?" inquired Pascoe; "you've no right to detain him without some good cause."

"Good cause!" reiterated the tar—"Hark to that now!—here's a

young gentleman as has weathered the Cape overhauling the consarn about causes!—Why he's there hard and fast, that's the cause, and I'm saying—hould up yer head, fukke*," giving a pull at the tail—"I'm saying, young gentleman, just look at his phizog—did you ever see any thing more like a mainsroud deadeye with a couple o' fathoms o' laniard?"

"Ayah sailor, how can do!" ejaculated the native of the Celestial Empire in an imploring manner.

"Hould your thief's tongue, you wagabun!" returned the tar angrily, "you arn't sitting now like a mandareen upon the lid of a teapot, and be d—d to you! To go for to rob an honest seaman, who has sarved his Majesty forty years! Where's the double-breasted wig with sleeves, I ordered and paid for? Yes, young gentlemen," turning to us, "I ordered him to make me a double-breasted wig with sleeves, and a wig-wam for a goose's bridle to match, and says he, 'Ayah, how can make, no have money;' so I tips him a handful of rupees, and when I goes again he knowed nothing whatsoever about it, and devil the bit of cash or goods have I seen since." The Chinaman looked serious, though there was still much of comicality upon his countenance. "Ah, ye know-nothing son of a black gander, it's all logged down again you correct.—Well, young gentlemen, so as I was coming out o' the Yankee flag to-night, I claps him permiscrouisly alongside quite accidental, and 'Yo hoy,' says I, 'where's my wig and my wigwam?' says I, and then he purtends to understand not nothing whatsoever about 'em. 'Avast, shipmate,' says I, 'hand out the wig or the rupees, that's all about it.' So finding he'd no taste in the regard o' doing things ship-shape like an honest man's child, and seeing a piece o' sunnm't hanging down abaft, I takes him in tow, to carry him aboard afore the first letenant, to overhaul the consarn, and see what muster Gilmore 'll say to it. Well, as I was a carrying on rather a taut strain I'll allow, what does the fellow do but kicks up a bobbery as if I warn't a using him like a Christian, and then them there chaps bore down upon me, and I brought 'em to action, and that's the long and the short on it—so heave ahead, my hearty!" and he once more essayed to walk away with his prisoner.

The choicedars (police officers) behaved with great mildness, and eventually the Chinaman was committed to their charge, and Jack (who belonged to the Fox frigate) returned to the tavern, known as the American flag, as he said, "to freshen hawse, after riding it out with such a dead nip in the palavering way."

"Come, rouse out, Grummett," exclaimed Pascoe, entering my room on the following morning, and disturbing me out of a sweet sleep—"rouse out, and let's enjoy a cool delicious walk to the esplanade, or perhaps you'd like a little more of the ambassador's Mocha coffee—shall we go and see him?—it would only show gratitude to return him thanks for his kindness. But bear a hand, Grummett, we have much to overhaul to-day: there's to be a suttee over the other side of the river, and a friend of mine, or rather of my old dad's, which amounts to the same thing, has offered to ferry me 'across in his budgerow—will you go?"

* Fokki, in the Chinese language, friend.

"It must be a revolting spectacle," returned I; "but still, as I can neither prevent nor avert, why I shall certainly have no objection to be present."

We then entered into conversation relative to the events of the previous evening, and having dressed, we sallied forth to the esplanade. I know not what after-years have made of this place, but my recollections of it as a promenade are of the most pleasing nature, particularly at the extreme approaching Fort William. The hour was early, but it was thronged with visitors, enjoying the delightful breeze, which had cooled itself on the surface of the waters. That gigantic bird, the "adjutant," was stalking about unmolested, and the building in the fort as well as the summit of the government-house was literally crowded with them, presenting a very singular appearance to the eye unaccustomed to the sight. A regiment of sepoys, in their characteristic dress, also attracted our attention, as they went through their drill near the government-house, which they performed extremely well, seeming to take great pride in the simultaneous movement of the whole corps during the various evolutions of exercise.

In our walk back to breakfast we were accosted by a well-made, stout, muscular man, who entreated alms in the most importunate manner, as if his very existence depended upon the grant. "How is it," inquired I, "that an apparently strong man like you, who ought to work, should take to begging?—Is there nothing for you to do?"

The native gave me a peculiar look of humility, but at the same time it was evidently tinged with contempt: "I no for work, Sahib—my fader beggar; da boxas, Sahib!"

There was to me a something irresistible in the fellow's appeal, particularly the grounds on which he claimed begging as a profession; so that whilst Pascoe was threatening him with "bamboo boxas," I tendered him two or three small coin, which he took with many salaams, and I really began to think the rogue was grateful, but we had not proceeded far when he again accosted me, and assuming a countenance of modest diffidence, he expressed "his shame at taking so trifling a present from the Company's officer, Sahib, especially of my wealth and rank," and boldly asked for a rupee.

"D—n the fellow's impudence!" exclaimed Pascoe, laughing and putting his fingers into his waistcoat pocket, from which he drew half the sum demanded; "it's worth the money, Grummett, if it is only to talk about at home," and he gave the beggar the cash, who made a "grandee salaam," bending his body down very low, and touching the backs of his hands against the earth, he raised them to his forehead; but there was a lurking smile of low cunning, which plainly told us his full character.

We tiffed with Pascoe's friend, a civilian rather high in the service, and then embarked for the opposite shore. The budgerow was a very neat vessel, having an elephant's head with silver tusks for its figure-head, and rowing sixteen paddles; the men sat on low stools, and put one toe in a ring on the gunwale, which answered the purpose of a stretcher. The day was remarkably beautiful, and we enjoyed the passage, as a handsome dessert was set out in the cabin, and the breeze delightfully tempered the solar heat. Pascoe had obtained permission

for my old school-fellow to accompany us, and there were two or three other persons, making up a very agreeable party. The place appointed for the suttee was about three hundred yards from the bank of the river, and we could both hear and see the natives (several thousands being assembled) long before we came to the shore; and their shouting, together with the beating of the dum-dums and gongs, and the blowing of horns, could almost have reached Calcutta. We landed in some degree of state, the gentleman being preceded by his peons with their silver sticks and maces, and guarded by natives with spears. A loud and deafening shout was sent up on our approach, and a lane was opened for us to advance towards the immediate scene of action. Upon a platform made of bamboo, and raised about three feet above the ground, was the corpse of an aged man of a rather high caste; it was wrapped in cotton, well saturated in ghee (a sort of clarified butter) and cocoanut oil; the face was exposed, and materials of a light combustible nature were not only piled about the body, but laid at a convenient distance to throw upon the living sacrifice, and hasten the consummation. Several Brahmins were muttering round the platform, and a number of devotees, nearly the whole of them in a state of acquired deformity, were practising their abominations, and undergoing torture with the most patient endurance.

We waited some time, till at length the widow of the deceased was brought forward by her relatives, among whom were two of her own sons. She had passed the age of youth, but there were still the remains of matronly beauty about her, and it was evident that she had been well drugged with opium: there was an unnatural glare in her eyes, but a heavy expression of countenance, the effects of the narcotic; yet she divested herself of her ornaments, and presented them to her companions with considerable grace, and then, being assisted on to the platform, she embraced the dead body with much apparent affection. Again she returned, and conversed calmly with her friends; and the official gentleman, whose duty was to ascertain whether the act was voluntary, addressed her in Hindoostanee, and received clear and distinct answers—there was no evidence of fear nor apprehension of pain. The Brahmins offered up what appeared more like incantations than prayers, and every thing being ready, ghee and oil was smeared over every part of her, and she once more ascended the platform amidst loud shouts and the discordant noise of native instruments.

The woman embraced her sons who had ascended with her, and as soon as they came down she placed herself near the body of her late husband,—face to face. At this moment my very heart sickened at the thoughts of self-immolation by so horrid a death; but there certainly was a great deal of excitement in the spectacle. The tranquillity with which the widow had gone through the previous ceremony,—the calmness with which she laid herself down, had something superhuman about it, that produced high-wrought feelings; and though pity mingled with disgust were predominant, yet it was impossible not to honour the courage that could thus brave the prospect of a death of torture. Combustibles were liberally strewed over the bodies of the living and the dead, and oil and ghee were plentifully poured over all. The pile was lighted, and at first a smothering cloud of smoke arose that concealed

the victims, or rather the place where they were extended ; in a few seconds, however, it burst into a clear and raging flame that must have almost instantly reached the woman, and there was a struggle and a piercing shriek ; but the former was prevented by two long bamboo-poles being placed across the bodies and forcibly held down, and the latter was immediately drowned in the vociferations of the multitude, and the noise of the deep-sounding gongs that were beat incessantly. The effluvia arising from the burning was at first extremely grateful to the smell, on account of the quantity of sandal wood and fragrant spices that had been profusely scattered amongst the combustibles ; but this was succeeded by a stench so horrible, that we were glad to make our escape to the budgerow,—no very easy task, as, notwithstanding our escort, our way was much impeded by crowds of men who entreated alms. One of these, I well remember, had kept his fist closed, without unloosing it till the nails had grown right through the palm and appeared at the back of his hand ; another had a large iron hook thrust into his side ; and a third had an iron skewer through his tongue, which was hanging out and prevented his shutting his mouth. One of these fanatics walked on his knees till his legs had withered, and were turned up, almost like shrivelled parchment on rollers, behind his thighs. All were filthy dirty, and particularly a muscular man as black as a negro, whose matted hair could not have been much less than two fathoms in length. At last we got on board, and I naturally made inquiry why such a horrible system was not prevented. Policy was alleged as one cause ; but there was yet a more forcible one,—the want of education to dispel the dark clouds of ignorance and superstition, added to a fear ‘hat forbidding it would render the sacrifice more a point of honour amongst the natives, and would lead to secret murder. For myself, I could not contemplate, without shuddering, the fact of two sons (the eldest not more than fourteen) cheerfully assisting in the murder—for to the mind of a European it is nothing short of murder—of their mother ; and gratitude swelled my heart that I was born in a country where the affection for the maternal parent is one of the best, as it is the chiefest characteristic of its inhabitants. I could have died sooner than have wilfully given my mother a moment’s bodily pain, but these youths rendered their aid in offering up the being who brought them into the world, in the horrible manner I had witnessed. “ When,” thought I, “ will the glorious light of true knowledge be diffused over the whole earth, and man be taught to worship his Creator in spirit and in truth !”

Our return across the river was delightfully pleasant, though painful recollections rather saddened the conversation. On the following day Pascoe and myself were ordered to join the ship at Diamond harbour, a panchway being in readiness to convey us down ; but previous to our departure, we directed our palanquin-bearers to carry us to the part of the city in which the ladies’ school was situated, and alighting near to the gate, we had the gratification of passing a few minutes with our partners of the dance, though we could only see and speak to them through the rails. Poor Louisa seemed much pleased to see me again, but there was a settled melancholy upon her countenance ; and at parting when we shook hands, or rather fingers, for I could not get my hand through the bars, the tears rushed into her eyes, and her heart seemed

breaking. I never saw her more—she died in a fortnight afterwards, and joy unspeakable and full of glory in the mansions of rest succeeded to the earthly probation of persecution and unkindness.

The panchway we embarked in was—as they all are—a decked boat with a sort of awning, resembling a small thatched cottage, open at the gable ends—the steersman stood abaft all, steering with a long oar :—and here I cannot forbear recurring to a circumstance that very forcibly struck my mind on inspecting one of the larger vessels of the country. The New Testament, in describing the voyage and shipwreck of the Apostle Paul, mentions the loosing of the “rudder bands,” and casting out four anchors astern, terms that have not unfrequently been ridiculed by seamen. Now this country vessel, which seemed in form and material to be of a most primitive character, had her rudder, in shape like a paddle, suspended by coir—(a rope made from the husk of the outer shell of the cocoa-nut) ; and when at anchor the rudder was raised out of the water and secured by “bands ;” so that when getting under way it was necessary to loose them before the rudder could act. The anchor was made of teak, having four branches from the shank that came up from the centre of the branches, without a stock ; but a stout net-work went from just below the hole, through which the cable was bent to the pea of each branch, and the interior of this net-work was filled with rock-stones, which were likewise strongly lashed to the shank. Something of a similar description was no doubt on board the ‘Castor and Pollux ;’ and instead of four anchors being let go, the translator should have said “the four-fluked anchor.”

“Ho! Ho!” my readers will say, “where’s old Grummett getting to now ?” Reader, I was on the surface of the sacred stream—I was floating down the Ganges when these thoughts occurred to me, and I am desirous of being considered a faithful historian. The tide compelled us to bring up opposite the bungalow of an officer, who sent his little punt to bring us ashore. The scenery here was particularly picturesque. The bungalow was built in the cottage style, lofty, and divided into three apartments, each of which was open right up to the roof, a height of some thirty or forty feet ; outside it resembled a house made of wicker work, as it is principally enclosed with thick matting ; and round it grew the rich fruits and glowing flowers of a tropical climate. The officer received us very hospitably, and we passed a few hours of real rational enjoyment—he was a man of good general information, and was almost idolized by the natives for his impartial justice and unremitting kindness.

We joined the ship next day, and found the cargo had been all delivered, and they were now taking in a ground tier of saltpetre in bags. The mode of stowing this was, to me, highly amusing, and the seamen appeared to enjoy it ; though the labour, in a hot climate, down in an Indian’s hold, must have been excessive. Two gangs are formed of about a dozen men each, all of whom are provided with heavy wooden mauls, the handle of bamboo being four feet long. This is called a commander. The saltpetre bags are laid level, and one of the gangs beat it down with their commanders, swinging them round above their heads in the same manner that a blacksmith does his sledge-hammer when forging an anchor. That all may strike together at the same moment so as to keep time, the captain of the gang sings (and the best

singer is generally chosen) a line, at the end of which down come the mauls upon the bags. The following is the song:—

“Here goes one—(thump from the commanders)
 One, it is gone, (thump)
 There’s many more to come (thump)
 To make up the sun (thump)
 Of one hundred so long.” (thump)

He then continues, “Here goes two, &c.,” and as each distich gives five thumps, twenty complete the hundred, the only change being in the numbers, and at the last blow the words are “There’s no more to come,” &c. The other gang then relieves them, and the same song is gone through; but occasionally, by way of bravado, numerous snatches of songs adapted for the purpose are added to the hundred, and sometimes these are not of the most delicate nature. One I well remember was—(the maul descending at the end of every line)

“My father’s a gunner,
 And I am his son;
 He walks the quarter-deck, boys,
 And he fires a gun;
 Fire away, gunner,
 And keep your guns warm;
 And a good glass of grog, boys,
 Will do us no harm.”

Thus eight blows more are added gratuitously, which the other gang strive to emulate, and this work continues for two or three weeks. In the mean time other gangs overhaul the rigging, clap on fresh services, and do everything to give the ship a perfect refit.

The chief and third mate have here an active duty, but the other officers led an idle life; and, indeed, the only amusement was visiting the other ships,—dining together, and now and then a shooting party. Alligators were pretty numerous, and a very large one was shot near the jetty by a ball in the eye. During the night the pariah dogs and jackals kept up an incessant howling, and if any one landed, they were narrowly watched and followed by them, under the hope of a banquet on human flesh.

About this time “a change came o’er the spirit of my dream.” The men-of-war upon the station were extremely deficient in junior officers, and strong inducements were held out to the midshipmen of the India-men to enter for the Navy. My predilection had always been in favour of the latter; a letter received from my father decided me; and bidding farewell to the Lady Graves and all my old associates, I mounted the white weekly account and anchor-button, in his Majesty’s ship ———; and thus terminated “My Second Trip” in the service of the Honourable East India Company.

A COMPARISON BETWEEN THE DUKE OF WELLINGTON AND SOME
COMMANDERS OF ANCIENT AND MODERN TIMES.

IN estimating the character of a great general, it is not sufficient to consider that he has overcome such and such people, or overrun such and such countries,—it is not enough for us merely to observe that he has been able to write with Cæsar, “Veni, vidi, vici!”—that boast may be often an empty claim to distinction,—we must also examine the difficulties and opposition with which he has had to contend in his progress to ultimate victory. We must consider whether he had a powerful enemy to cope with, or whether, on the other hand, he had only to overcome a foe inferior in all respects and incapable of a well-organized and effectual resistance;—whether, in fact, he has been the mere devastator of the lives and country of a rude and unwarlike people, or the conqueror of an enemy as much inured to danger and fatigue as his own troops and as much practised in the science of war; and if we examine all ancient and modern engagements in this manner, we shall not be quite so much disposed to think so very highly of the heroes of antiquity, while, on the contrary, our admiration of the Duke of Wellington and his brave companions in arms will be proportionably increased.

Julius Cæsar was one of the greatest and most accomplished men of antiquity. We are told that had he devoted himself to the study of rhetoric he would have been capable of rivalling even Cicero in eloquence. In fact, no name of antiquity has been handed down to us encircled by a brighter halo than that of Cæsar;—and disposed as we are in all respects to admit the greatness of his claims, we must, looking at him merely in his military capacity, consider him inferior to the Duke of Wellington as a commander. Cæsar certainly was a great and very successful general; but his foreign victories, with few exceptions, were over enemies that in no respect whatever could be compared with his own troops. The Roman legions had discipline; they had every advantage which could render their attacks against a tumultuary and unorganized foe, though far superior in numbers, certain of success. The nations over whom Cæsar triumphed, were barbarians in the strictest sense: they were as ignorant of war as of every other art; personal intrepidity they possessed, but that was all; their efforts were desultory, and a regular combined attack or resistance they had no conception of forming; and what could their isolated and individual courage, with their exposed persons, avail against the Roman legions, well disciplined, and protected as they were by their bucklers and other defensive armour. There is little question but that a few thousand British soldiers, under an experienced general, would soon drive the Hottentots and Caffres into the sea or the recesses of their country; but would such an achievement entitle a man at the present day to be looked on as a great commander? and yet very much on a par with this were, for the most part, the triumphs of Cæsar. The Gauls and Britons of Cæsar’s time were as little able to contend against and were as inferior in all respects to the Roman legions as the Caffres at the present day are to British soldiers; and surely it is not to victories over enemies

such as these that any one would for a moment compare the hard-gained laurels of the Peninsula.

That *Cæsar would have been a great general in any age or country we admit; and that he would have been equal to the greatest undertakings, appears likely from the genius he displayed; but who will maintain that he encountered difficulties and resistance on a par with those overcome by the British Commander in the late war?—The Roman had under his command brave, experienced, and steady troops,—soldiers inured to danger, and, as we have already said, well practised in the most-approved system of discipline and warfare then known. Indeed, were we inclined to raise a question as to the steadiness and experience of his troops, Cæsar himself would not leave us in doubt upon the subject. In his Commentaries various passages occur in which he shows a solicitude to do justice to them in these respects; and even in his account of the battle of Pharsalia, he takes occasion to extol the superior discipline and steadiness which they exhibited: he tells us that in this engagement, “upon sounding the charge, the men, as was usual, rushed forward, but observing the enemy, contrary to custom, not to stir from their ground, they of their own accord stopped, lest they should be fatigued before closing with the enemy, and likewise to be satisfied that the ranks were not in disorder; after a sufficient pause they made their attack.” This was a proof of great discipline and coolness, and Cæsar takes notice of it as such. Pompey is said to have been alarmed upon observing it.*

Cæsar next remarks on the readiness of his men to obey his commands, and mentions the alacrity with which they complied with his orders to force the enemy's camp, even though it was mid-day, and they were already exhausted with fatigue and heat. In short, in every page of his Commentaries we have evidence of the highly-effective state of the soldiers he commanded, and how inferior to them, in all respects, were the different people they opposed. But, in addition to this, we have good authority, of comparatively recent date, regarding the superiority of the Romans over their enemies; Count Algarotti, in his military and political letters, characterises them as a nation that had more experience in the art of war than any other people in the known world.

As for the personal conduct of Cæsar, there is in some of his actions a striking similarity between him and the Duke of Wellington, in regard to the promptitude and intrepidity he displayed in hurrying to the post of danger when occasion required it, and by his presence animating the exertions of his soldiers. In the battle with the Nervii, for instance, which the historian designates as a *tumultuary* action, thereby evidencing, as we consider, the irregular and undisciplined manner in which that people made their attack,—in that battle, we are told that some of the Roman legions lost the greater part of their officers, and would have been completely overpowered had not Cæsar come up, and seizing a shield from one of his men, joined the ranks, and by his presence and example animated his soldiers to keep the enemy at bay until they were relieved by the arrival of assistance. This changed the fortune of the day, and the confusion which the Nervii had caused now became fatal to themselves. The conduct of Cæsar on this trying occasion, in thus

throwing himself into the hottest part of the action, and by his presence animating his men in the moment of greatest difficulty and danger, reminds us of that of the Duke of Wellington in the midst of his soldiers at Waterloo, but more particularly when, at the moment of receiving the last onset of the French, he gave the ever-memorable command of "Up, Guards, and at them!" What an idea of mutual confidence between the general and his men does not that simple order convey?—No haranguing, which, if it excites the soldiers, also expresses a doubt of their exertions; nothing of that kind was considered necessary, but a command which, from its very simplicity, shows the entire conviction in the mind of him that gave it, that it would be effectually obeyed.

Of a very different description, however, were the enemies of Cæsar and the Duke of Wellington. In the engagement with the Nervii, already alluded to, Cæsar goes on to inform us, that of sixty thousand of that people that entered the field of battle, only five hundred escaped, a fact which would of itself go to prove that the Romans must have been opposed to nothing more than a tumultuary and undisciplined rabble. Indeed, notwithstanding the inclination Cæsar must have felt to raise as much as possible the character of his enemies, and thereby add a greater degree of éclat to his own victories over them, there is throughout his Commentaries, as we have before remarked, undoubted evidence that they were for the most part rude and barbarous, incapable of an organized defence; but, on the contrary, trusting to desultory and individual exertions, and unskilled in any regular system of warfare. But of what description were the enemies that the Duke of Wellington had to contend against? Were they not veteran soldiers, flushed with years of victory, and as yet strangers to defeat? It is true that the British Commander, as well as the Romans, had brave and steady troops under him; but all his army was not composed of such. the Spanish and Portuguese auxiliaries were at first neither brave nor steady; they had not only to be disciplined, but inspired with courage; and yet on such inferior materials was the Duke of Wellington in a great measure obliged to depend in order to swell his ranks to an equal number with those of the enemy.

Thus looking at every circumstance, we cannot fail to perceive that all the advantages were on the side of the Roman, and that the Duke of Wellington, in his campaigns, laboured under infinitely more difficulties, and had, in a far greater degree, those obstacles to contend with which call forth the highest exercise of the genius and resources of a great Commander. But though it may be said that in Cæsar's time the science of war was confined to the Romans alone, all other people being comparatively ignorant of any connected system of warfare, yet even amongst the single nation thus excelling in the art, his fame did not stand unrivalled. Up to the last action in which he commanded, Pompey's character as a commander was equal, nay even superior, to Cæsar's. But Pharsalia was the crowning of Cæsar's triumphs, and the last shock to the liberties of Rome. Previous to this there were three parties in the State—one devoted to Pompey, another to Cæsar, and a third that meant to uphold the Republic against the violence of either. In the battle of Pharsalia, however, the latter party coalesced with Pompey; for being considered less dangerous than his rival, he was

supported on that occasion by the Senate, and all who did not desire the total subversion of existing institutions. Cæsar was avowedly the leader of the movement party. He rejected the orders of the Senate to lay down his command, and determined either to fall or raise himself to power on the liberties of his country.

But though this sufficiently evinces his ambition, it does not add any additional lustre to his genius. His assumption of despotic sway was the natural consequence of his victory, which left him without any opponent; and so tottering at this period was the Roman republic, which, from the time of the plebeian sedition of Tiberius Gracchus, had been fast hastening to ruin, that if Cæsar had not seized the sceptre, it must have fallen into the hands of some other ambitious and more mischievous leader.

But we have seen that Cæsar was equalled, if not surpassed, as a commander, by another of his own time, and in this, as well as other respects, our own great chief stands pre-eminent over the Roman. For at a period when, perhaps, the number of military men of genius that appeared together in the field was unexampled, and in an age when the science of war is not confined to one country, but is common to every nation of Europe, at such a time the Duke of Wellington stands unequalled. As for Cæsar, if his fame rested merely on his military exploits, he would not occupy so prominent a position amongst the worthies of antiquity. It is his having usurped the regal power that has allotted him so eminent a place in history, and caused all his actions to be set forth in bold relief, and many of them to be dwelt on which were otherwise unimportant. For, setting the moderns out of the question, he is not only equalled, but far surpassed in a military point of view by one who preceded him in point of time, and who is, indeed, worthy of being ranked with the greatest commander that ever led troops on to victory. We allude to Hannibal the Carthaginian, and the more we contemplate that man's career, the more unbounded must be our admiration of his courage, his enterprise, his perseverance, and the greatness of his genius. We dwell with wonder on Bonaparte's crossing the Alps, but we ought not for a moment to compare that exploit of the Corsican, not half a century since, with the same enterprise performed at the time it was by Hannibal. Nay, it is probable that had it not been for the great example before him, Napoleon never would have seriously thought of putting such a design into execution. But however we may feel surprise at the achievement on the part of Bonaparte, in leading an army across the Alps at the end of the eighteenth century, when the human mind had made such unbounded strides in every kind of enterprise and science, how much greater ought to be our admiration of that individual who conceived and executed the same undertaking some two thousand years back, when the human energies and resources were yet in their infancy. In fact, in an age when man had obtained so little the mastery over nature, that they dared hardly venture out of sight of land, and a voyage of two or three hundred miles was considered a greater affair than is now thought of going round the world, how lofty must have been his genius and courage, who braved and overcame every difficulty, and led his army in triumph across such an unexplored and savage region as the Alps!

Nor was Hannibal's success as a general inferior to his enterprise. His enemies were not rude or barbarous; on the contrary, they were the very people who claimed pre-eminence over all others, and in nothing more than in the art of war: they were the Romans themselves, and for fifteen years did he maintain his ground in the heart of their country, in defiance of all their efforts, and conquering successively their ablest commanders. No wonder, then, that he shed tears on receiving orders from home which compelled him to abandon a country that he looked on as conquered, and which had been to him the theatre of so much glory. We have often thought that there was a similarity between the situations of Hannibal in Italy, and the Duke of Wellington on the Peninsula. Both of them landed on a foreign soil, which they were obliged to gain possession of by hard-fought victories. Both had frequently to contend against superior numbers, when to either of them defeat would have been closely allied to utter destruction. Both had for enemies the most warlike people known, and were successively opposed by the most celebrated generals of their age, over all of whom (we speak of Hannibal's Italian campaign) they were both alike successful.

At the very close, however, of his career, the Carthaginian's good fortune deserted him, and in this respect he more resembles Napoleon than our own great chief, who certainly stands unrivalled for success, uniform and consistent, and crowned by the last and greatest of his victories. But in considering the campaigns of Hannibal in Italy, and those of the Duke of Wellington on the Peninsula, we must admit that the former had to encounter greater difficulties, and was aided by none of those extraneous advantages which the latter certainly possessed. The Duke of Wellington, for instance, had the natives of the country on his side, and though, perhaps, generally speaking, they were but lukewarm allies, yet still, on the whole, they were instrumental in forwarding his success. His enemies, on the other hand, were hated by the inhabitants, and were, like his own troops, strangers to the soil they trod; they could have had none of that patriotism, none of that enthusiasm and reckless courage which we may suppose the Roman's manifested when they had everything at stake, and contended against Hannibal, not merely for victory, but for all that men hold most dear—"pro aris et focis"—their homes and their altars. The Duke of Wellington united with the people of a country to expel a common enemy; Hannibal invaded a country where the inhabitants themselves were opposed to him, where every hand was against him, and every bush contained a foe. The Duke of Wellington on the Peninsula derived great resources from his communications with home, which were both frequent and uninterrupted, and in this respect he experienced every advantage; but in the time of Hannibal, intercourse between distant nations was of no ordinary occurrence, and when he descended from the Alps into Italy, he may be truly said to have stood alone, with no resources but those of his own genius and the swords of his soldiers. Certainly we look on these two great men, Hannibal and the Duke of Wellington, as the first commanders of ancient or modern times; and in estimating their respective characters, we find it difficult to allot the palm of superiority.

If Hannibal had greater merit in some instances, he is less to be admired in others; and while the Duke of Wellington's fame has never been for a moment dimmed, that of the Carthaginian, in the closing scenes of his life, became darkened by defeat. As for Napoleon, there are those who consider him as the greatest military leader; but with all due deference to that extraordinary man's admirers, we look on him as, in more than one respect, inferior to the Duke of Wellington, for instance, in firmness of character and soundness of judgment, in both of which qualities the former was as deficient as the latter is conspicuous. Some, however, suppose that a lofty genius and sound judgment are never united; but, setting the Duke of Wellington out of the question, Julius Cæsar, of whom we have before spoken, proves the error of this opinion.

Cæsar was a man of the highest genius, and yet his judgment was equally displayed—but particularly after the battle of Pharsalia, when, having prostrated all opposition, he pursued a line of conduct at once firm and conciliating, and such as, had he lived, must have rendered him popular, and was the most likely to ensure the continuance of his power. But with Napoleon's assumption of regal dignity all his good judgment seemed to have forsaken him, and his brain appeared to have turned giddy in looking from the height to which he had become elevated. He used his power as some men who are suddenly enriched use their money, which they squander away until not a farthing remains, and they have reduced themselves to their original condition. On the contrary, in the whole of the Duke of Wellington's career, his judgment and firmness are as manifest as his genius, and the proof is the unvarying success which attended all his measures, however unpromising at the outset. He not only conceived the greatest designs, but he was equally happy in the discretion and firmness with which he carried those designs into execution—and this was evinced not merely by the gaining of a few victories, which might have been the result of fortuitous circumstances, but by the judgment and energy displayed in every successive campaign, until at last he consummated his glory by the greatest of his triumphs—against Napoleon in person. From the commencement of his fame up to the present moment, the Duke of Wellington's character has been consistent with itself—on every occasion, whether civil or military, his decision and firmness have been alike displayed: while Napoleon, if far from being the greatest, was perhaps the most extraordinary man that ever lived—for the conduct of no other individual has ever presented so many inconsistencies. His actions were ever at variance with each other—at one time evincing the utmost energy and promptitude, when at another they manifested equal weakness and indecision. In some of his earlier engagements he exhibited the most reckless daring—while at Waterloo, if he did not play the coward, he most assuredly rendered his courage on that occasion liable to be questioned.

Never was a battle fought on which more depended—and certainly never did hero fly from the field so ingloriously. Had Napoleon succeeded at Waterloo, it would have prostrated all the energies of the other Continental Powers—and it would have made him once again the idol of France, and have enabled him to command such resources as

might have carried him once more in triumph to the gates of Vienna. On the other hand, he must have known that the French nation, in general, longed for repose, and that nothing but the most splendid victory could secure to him his kingdom and his crown. In fact, every thing on earth that ought to have made life valuable in his eyes was at stake on that eventful day; and knowing this, and seeing the field going against him, should he not in person have headed the last onset of his brave and devoted guards, and when he found that he could not conquer, at least die a soldier's death? It is said that his brother Jerome urged him to pursue such a course, but no—he abandoned the post of honour to Ney, and became a fugitive from the field.

Certainly Napoleon's conduct on this occasion is at variance with all our conceptions of the hero. That an ordinary individual should prize existence on its own account is natural, but such is not the opinion we form of the man who has conquered in a hundred battles, and who has played the game of life with kingdoms for his stake. From such a one we look for something heroic—something great in the closing scene of his existence—something, in short, in accordance with his past fame and character. Had Napoleon bravely fallen at Waterloo, how differently would he have been estimated, but as it is, a feeling of contempt unavoidably mingles with our sentiments of admiration. Neither was his conduct on his return to Paris, after his flight from Waterloo, such as to command either our sympathy or respect. In that moment, which would have called forth the firm energies of a truly great mind, he displayed both weakness and irresolution, and he that had been wont, when in the zenith of his power, to play the swaggerer, sunk, in the hour of adversity, beneath those who had been used to tremble at his frown, and became almost a passive instrument in the hands of his own creatures. But if Waterloo might be termed the grave of Napoleon's fame—it was, on the other hand, the theatre where the Duke of Wellington's glory shone forth with its greatest splendour. He was equally well aware as his antagonist of all that depended on that battle—and he resolved that he and his brave companions should either conquer, or leave their bodies on the ground they held.

In that resolution there was none of the fiery and momentary excitement in which Napoleon indulged; but it manifested that firm and enduring courage that so eminently characterises the Duke of Wellington, and in which we have already remarked that we consider the French Emperor to have been greatly deficient, and yet the Duke of Wellington had no personal interests at stake at Waterloo—everything valuable in life did not hang in the balance to arouse his energies—he fought for the crowns and kingdoms of others, but not for his own—nay, he might, under the circumstances, have retreated without any diminution to his fame; and does he not, therefore, merit the greater renown for the conduct and heroism he displayed? Most undoubtedly: and, in fact, while Napoleon has been estimated too highly, complete justice never as yet has been rendered to the character of the Duke of Wellington. There is no question but that Napoleon, as well as Cæsar, owes a great deal of his celebrity to his having borne imperial sway. It has been a thing of such rare occurrence for a soldier of fortune to reach the sum-

mit of human power, that when such an event does happen we are completely dazzled by the success of the fortunate individual; and in estimating his character we are too apt to consider as the result of genius and design what in reality was in a much greater degree the effect of circumstances. No man, no matter how great or exalted his genius, can overturn the institutions of his country, unless, from some source of corruption, they are of themselves fast crumbling to decay—and those who become raised to power amidst political convulsions are more indebted to the times in which they live than to their own individual exertions. They may take advantage of, but they never can create, the tide that leads on to fortune. France must have sunk under a military despotism though Napoleon had never existed. It is not on having been Emperor of the French that his fame properly depends; but it is on those victories which placed him, an obscure individual, in that station from whence it was but a step to the throne; but still—if previous circumstances had not rendered that throne vacant, and humbled those who ought to have held it in the dust—Napoleon might have become a Marshal and Peer of France—he might have become the most exalted subject in that kingdom, as the Duke of Wellington has in this—but he never would have swayed a sceptre.

On the other hand, if we suppose that the Duke of Wellington had held a command in the French Army at the close of the last century, when military genius was sure to force its possessor into notice, what reason is there for doubting that he might have reached just as great an elevation as did the Corsican, with this wide distinction—that his firmness and judgment would, in all human probability, have enabled him to retain his power, or, at least, would have saved him from so sad a reverse as befell his military rival.

On the whole, we cannot avoid thinking that all who impartially consider Napoleon's life and character must come to the conclusion that he has, in many respects, been over-rated, and that he was deficient in that native greatness of mind which would have enabled him to fill with firmness, consistency, and dignity the lofty station which he at one time occupied.

On the other hand, if courage the most enduring and undaunted—if years of warfare, conducted with unvaried success, which could only have been achieved by great genius, accompanied with consummate decision and judgment—if these entitle a man to the first place as a Commander—that place must be assigned to the Duke of Wellington.

A MIDSHIPMAN'S REMINISCENCES*.

THERE are certain people in England called *critics*: the best sort are those who, with great ambition and feeble minds, have attempted to write themselves—have broken down—then perpetrated a vapid translation from the French or German, on the strength of which they are by courtesy installed as literary geniuses, capable of judging, not only of efforts of wit, humour, invention, imagination, &c., but of all possible sorts of things that appertain to us islanders, on the land and on the seas; and all this is boldly undertaken on the strength of a little Latin, and very much less Greek, whipped into them at Eton or Harrow, and drunk and idled out of them at Oxford or Cambridge! The dignity of this function is very much enhanced when this *arbitr literarum* happens to be an M. P.! I am led to these passing thoughts by an article I have lately seen in a justly-celebrated Review, abusing the conduct of one of our best naval captains when cruising in the China Seas—now more than a quarter of a century ago. The peg whereon hung these sapient strictures, (you know there must always be a peg!) was the recent memoirs, or a work of some sort, of a worthy Dutchman (a factor to that most worthy, just, humane, and enlightened set, the Dutch East India Company!) at Nangasacki, a seaport city in one of the Japanese Islands. That these worthy and conscientious factors continue to *trample on the cross*, by way of propitiating the Emperor of Japan, I will not say—for I do not know; but we know pretty well what the *rule* of these men is throughout the whole of their colonies in the Eastern Ocean! However, one of their body in his old age grows just and pious, (better late than never,) and having lamented certain catastrophes which took place then and there—a certain sage undertakes to string a parcel of presumptuous commonplace ignorances thereon, by way of lecturing the Naval Service—in a word, telling us how to behave prettily when cruising for an enemy in the face of every species of exciting peril. First, the Admiral (Drury) was wrong, of course, to give such and such orders—about the time the reviewer was born—and next, the Captain's humanity and discretion are delicately hauled over the coals. Now, it would be a curious fact if, at the very moment this article appeared, the said Captain, who is a clever fellow and a man of fashion, should have been making a friendly *vis-à-vis* to the said censor at Almack's, for they are both of that Terpsichorical *imperium in imperio*; or, as I believe the season had passed, we may easily imagine them both taking part, in a noble park-surrounded mansion, in some *petite comédie*, or those interesting *tableaux vivans* so much the vogue of late—indeed, I can with great verisimilitude imagine them both laughing at the stern quarterly *article* in question—the good-natured Captain forgiving the mere learned ex-officio ignorance of his friend —.

We jog-trot people of the small world might wonder, marvel exceedingly at these seeming incongruities;—those behind the curtain understand it as a matter of course; quite as natural as the mixing of the two great contending parties at this moment in friendly converse at their own private houses. There would be nothing astonishing in find-

* Continued from page 223.

ing "Runnymede" at Lord John's in Wilton Crescent, sipping his Johannisburgh, or my Lord Winchelsea on a sofa in friendly chat with my Lord Melbourne, not half an hour after they had both quitted "the House" in a most imposing hostility of attitude!—I could not well go on with my reminiscences of distant things, without making my reader somewhat *au fait* of how to look through literary telescopes, at tangible facts so distant as to time and space. Nobody to be sure would have dreamt of their being brought home to us by a periodical reviewer—but as it is, let me see if I cannot set matters to rights, and reconcile to more humble individuals the gallant Captain's good sense and humanity, and morality, and duty, with the more seeming sanctity of his modest monitor.

I bear me a brain that, in 1808-9, a gallant old English frigate (one of the saucy Channel four) was seen with a double-reef topsail breeze spanking in right for the bold rocks that shut up (to within almost her own length) the noble harbour of Nangasacki, on the other side of the world. It required firm nerves and great skill to have made the attempt, without a pilot or any other certain clue to this iron-bound lee shore than, I believe, Horsburgh charts published in the last century.

But I must go back a little, and say what business one of "the saucy four" had there—in a word, while cruising in those seas, the Captain had orders from the Admiral, if possible, to intercept the two yearly Dutch ships trading from Japan to Batavia; and if they could not be intercepted near the port about the time of their expected arrival,—that is, should they have slipped through his fingers, and have got in within the vast circumference of the outer harbour,—by a dash into it, to try and cut them out—a vicious trick we had in the Navy just at the time when this moral reviewer was being fed on the very best pap by his nurse. This attempt was the more practicable, without in the least disturbing or interfering with the good Japanese, as the harbour in question is not at all near the city; which lies up a river some ten or twelve miles farther in the interior,—and as to the neutrality of the port, how could it apply to a people who know nothing whatever of the laws of nations, nor our wars, nor our peaces—whose ports are equally shut, by their good wills to us, peace, war, or neutral,—our very names and existence as a nation may be said to be unknown, except indeed as a race of filthy devils, living in the moon, according to Japanese apprehensions, and Dutch historical candour, if they ever took much pains in describing us. Under these circumstances, not to have run into this outer harbour (for smaller vessels, and the Dutch ships themselves, I believe, warped up the river to the city wharfs) would have been absurd, by all the laws in and out of the world, human and divine. It could give no offence properly, none could properly be understood so far, while the ship going in abstained from doing any more harm than ploughing so much more of the blue ocean which, within the bosom of these mountains, lies as smooth as a sheet of glass, and begging a loan of as much space of rock beneath as would comfortably bear the weight of her best bower anchor. I will not swear, however, that some of the fish disporting on that day might not have been disturbed in our track. There might have been a crab crushed beneath the *flukes*, but the poor crab can never have our sympathies! Sir, Sir, had you not unfortunately and unconsciously been taking your pap at that period—had you been twelve

or fourteen years older, and been sent to the mast-head as an expectant and hungry reefer—blowing as it did constantly the “devil’s horns off,” as Jack says,—I do presume to think you would have understood the transaction better: the alma mater of old ocean is so much more expanded than the streets of Cambridge—the view, and review, from the mast-head so much more broad and lucid, than from the muddy Cain, or tortuous Isis. ’Twas well, however, we did without you, and, unshackled by your retrospective humanity, ran in!

The deuce take these gold-and-copper-bar-laden Dutchmen!—how wearisome, how killingly hard, the three weeks buffetting about and about these inhospitable seas! Jeddo in sight from the mast-head, and yet another day, and no Dutch canvass to be seen peeping above the horizon! At last a most exemplary patience was worn out; the time had passed to expect them,—and on a short capstan-head council of war, such as all prudent Commanders call, of their first Lieutenant and Master,—it was decided that they must have got in; nor could the most scrupulous and timid imagination have conceived (always excepting the retrospective moral reviewers) any embryo harm in looking in after them—and if found yet far from the city in the outer harbour, cutting them out: for the which we had made every requisite preparation, before the helm was put up.

As an enemy we had a right to do it—as Japanese, their anchorage (had we found them) could not be considered either neutral, or peaceful, or hostile, but simply an unknown and barbarously fine shelter from the winds. This is the common sense view of the question, for which we risked the ship and our lives not a little,—but the more hardy and seamanlike the adventure, the more it became a British frigate to attempt.

There was a moment when we were all breathless with suspense—our old lass of a frigate flew in towards the rocks, as if she, too, had been tired of her tack and half-tack. The bold cliffs of the coast almost seemed to overhang the mastheads, and that we must in another moment or two be dashed on them: but little Bains, our Master, a thorough seaman and navigator, was sure of what he was at, sure of his whereabouts, though near as we had now rushed on still no opening appeared—once more her length through her own foam, while the waves caught us in the rebound from entangling rocks on either hand, and the cliff burst suddenly asunder as if by enchantment, and the splendid panorama within gladdened our eyes. In an instant we were in smooth water, and in the midst of hundreds of boats, crowded by the natives. They had seen us approaching, and taking us for one of their expected Dutchmen, had come to the harbour’s mouth to welcome us. Among them was one boat containing some four or five of the gentlemen of the Dutch factory, in the same error; nor were they undeceived till safe on the quarter-deck and cordially shaken hands with. There was a mutual disappointment; we were not very conversant in Dutch; but it was soon understood that the ships we looked for, were not arrived (none were sent that year, in consequence of some spy’s report of our intentions to get at them if possible,)—while yet our Dutch friends looked rather amazed, and were asked into the cabin to take a glass of wine. The topsails were lowered, and the ship stole, silently, a little way within this noble basin, and the anchor was dropped underfoot.

We had disguised the ship a good deal in the painting, hammock-cloths, &c. ; and finding there was nothing to be done, the Captain, with great presence of mind, passed the ship off as an East Indian merchantman put in from stress of weather, in quest of a little charitable wood and water. Of course the Dutchmen were not to be gulled by it ; but they readily agreed, on their honours, to report us as such to the Governor, on the understanding that we would not detain them prisoners. One of these very men, I believe it is, whose recent publication forms the reviewer's worthless peg. They did not keep their word, we had every reason to think, in return for the Captain's generosity in not making them prisoners of war. The same evening, the Captain took them up to the city on this well-arranged understanding ; only two boats were lowered and manned,—they might have been armed, but the arms were concealed. Everything was conducted in the most quiet friendly manner. On their arrival at the town, nothing whatever took place to betray their real character ; only the Captain and another officer, I think, landed for an instant, and after shaking hands with these Dutch gentlemen-factors, they regained the ship during the night, to await the issue of our very "humble petition for a little wood and water previous to our departure on our voyage."

As a matter of right and wrong, all this prudent delicacy, and consideration was not at all requisite ; but the consequences of this visit make it necessary to be understood—truth is a very precious thing—thence so difficult to be got at. In this affair the melancholy fate of the chief authorities, who killed themselves to please the Emperor, in conformity with their absurd and inhuman whims, or from their peculiar point of honour, should, if the truth were known, be charged to the Dutch themselves, if any blame rests anywhere. There is no doubt but that they broke their word in some way, and allowed it to leak out that the ship was an enemy of theirs, and not at all in distress ! During the next day this kind of suspicion began to work in the appearances round us. From the first moment of our anchoring, finding we were not the ships they had been accustomed to see, the whole of the boats left us by degrees—none ever offered to come alongside, nor did they show much curiosity. We were soon left entirely to ourselves, to admire, at our leisure, the surrounding mountains sprinkled with villages, and minutely cultivated in terraces, like the Chinese, to their very summits. During the next day, Japanese boats came down the river to us with one or two of the factors : (I think we begged one to remain with us as a pledge for their re-appearance.) There did not seem any great difficulty about giving us a little wood and water, to which were added two cows, the sweetest meat I ever ate (we had been so long on salt junk). But what was insisted on with great vehemence was our early departure ; and this we complied with, to give no shadow of offence to the Japanese government, as the Captain surely had every reason to imagine at the time. It was late before we got a small supply of fire-wood, a few casks of water, and the two unfortunate quadrupeds—the only victims there need have been on the occasion.

It may be very convenient to possess a minute and universal knowledge of everything in this world ; but I question whether even the Captain, or any of the officers, were aware of Japanese etiquette on the Emperor's displeasure. In ourselves there was nothing whatever to

indicate our being of any other nature than we pretended—a merchant-ship put in from stress of weather; no boat left the ship; our men were kept out of sight as far as regarded manoeuvres aloft, and our whole demeanour was perfectly inoffensive:—but the symptoms of the sort of treachery I have alluded to, began to appear on the second day before the bullocks were on board. First, in renewed requests to leave the port immediately, conveyed by express-boats from the town by Japanese officers, accompanied by one of the Dutchmen as interpreters; all very civilly and kindly, but very urgently:—and next, in a certain bustle we could discover with our glasses on shore, in the marchings and counter-marchings of bodies of men, camps pitching, &c.; and, towards the end of the second day, the dropping down the river of their war-boats—some pulling in shore to the margin of this vast harbour in all directions, others coming nearer to us. The appearance of those formidable boats was very singular; they were from 70 to 100 feet in length, all row-boats, without masts, and completely covered in, from stem to stern, in cloth, black as the Venetian gondola; along the sides were white shields, or ovals, in the cloth, some six or eight or ten containing a barbed arrow, the armorial device of the empire, I believe; from under this cover the oars bristled as thick as the legs of the centipede, which they much resembled. Those we had an opportunity of seeing stretching out in good earnest seemed to cut along with great velocity. Each of these boats must have contained an hundred men. By the morning of the third day we were almost surrounded by them; and as far as numbers, size, and imposing exteriors went, they looked strange and formidable enough; but our Captain's only fear was the giving the least offence, or being obliged to do them an injury, should we be attacked. On shore the bustle had increased, camps were formed, and there could no longer be any doubt that great precautions were taking, either defensively or offensively. Still we had one of the boats of the country alongside, in amicable parley, with Japanese officers of some kind on board, and one of the factors as interpreter. The only thing pressed on them was some kind of remuneration for their hospitality, but everything of the sort was refused—gold, powder, braces of pistols; in short, things of this sort, belonging to our Captain himself, as of a more tempting description.

These good-natured offers were met with civil but firm refusals; all this while, however, spite of these very evident warlike preparations, to the best of my recollection, not one word was said in explanation or remonstrance on either side. The anchor was weighed, and we stood out of this most glorious harbour as quietly as we had entered, little dreaming of having done the slightest harm; nor should we ever have known of the ensuing catastrophe but for one of our friends, the Dutchman, having, in his virtuous leisure, written a book the other day throwing much light on the manners and customs of this singular people; and, as a matter of course, endeavouring to throw the blame of the Emperor's displeasure on us “English devils,” as we are kindly described by these honest Mynheerren! But the truth throws this blame by implication back on them; it is morally certain that there could have been no untoward consequences, but for their own dishonourable blabbing at the time,—no doubt, in order to hasten our

departure, if there is any good reason for men breaking their word on such occasions. Thus their conduct was doubly odious, considering they had thrown themselves in the power of the British Commander, who bound them (on their words!) but to one simple condition;—so delicate, so prudent was his conduct on the occasion from first to last, for in his perfect justification there was no sort of necessity for disguising what we really were, or our real intentions. Why we were not as much their friends as the Dutch, and as gladly welcomed within their waters, is a concern they must reconcile to themselves as they best may; but on our sides we most assuredly owe them none of those forbearances, in quest of our enemies, that might be due in a friendly European port,—where all these nice understandings have become binding and mutual laws, of which the Japanese not only know nothing, but will not know any thing.

They have, however, no doubt been prejudiced against us into the bargain by these very Dutch, as is well known; by men whose career in the East is the most unjust, the most treacherous, cruel, and every way detestable, as a body, it is possible to conceive. We have only to look to Java, at Borneo—in short, wherever they have had the least power over the unhappy natives.

Ours was a stupid, an unjust policy, ever giving up those fine countries to their withering influence again, having once, at the expense of much blood and treasure, rescued them;—but that our bookworms should wail and reiterate these hyæna sympathies, raked up after a quarter of a century, and glossed over by direct or covert falsehood, is the acme of puerile absurdity and false reasoning, to say nothing of its injurious tendency to ourselves.

[To be continued.]

THE CRISIS OF WATERLOO.

THE slight discrepancy between the accounts of Lieut.-Colonel Gawler and Sir Hussey Vivian, respecting the "Crisis of Waterloo," has already been satisfactorily adjusted between those parties in our pages; still there is a confirmation so strong and circumstantial contained in the following letter, addressed by the writer to a distinguished Staff Officer in Ireland, that we are happy in being enabled to offer this final testimony to the accuracy of Sir Hussey Vivian's statement, and the judicious admission of Colonel Gawler, by which the original variation was reconciled.

We have also seen a communication from Colonel Murray, who is referred to in Captain Banner's letter, confirmatory of the statement of the latter officer, as to his having reported himself to Colonel Murray under the circumstances stated. The evidence is thus complete.—ED.

Rochdale, Sept. 3, 1835.

DEAR COLONEL,—On looking over an old Number of the United Service Journal, containing Sir Hussey Vivian's reply to the "Crisis of Waterloo," also published in that Journal, I find allusion made to a

body of the 23rd Dragoons, which passed along the front of Sir Hussey's Brigade, while forming lines, and as Sir Hussey states that he could not speak as to where that party of Dragoons had come from, or what brought them there, I trouble you with the following explanation to communicate to him, should you think it would afford him any satisfaction.

The 23rd Dragoons, to which I had the honour of belonging, were posted toward the right of the British line at the battle of Waterloo. When Major Cutcliffe left the field wounded, between four and five o'clock in the afternoon of that day, the command of the regiment devolved on Major Latour, who received an order between five and six o'clock to send part of it towards the centre, to the relief of a brigade of guns, which was considerably annoyed by the repeated charges of the French Cavalry, and, in obedience with that order, a squadron to which I belonged was dispatched under the command of Capt. Cox, who was soon afterwards obliged to leave the field, in consequence of having been previously severely stunned in a charge, by his horse falling upon him. The French Cavalry that made the last effort to silence the guns above mentioned were repulsed and driven back by this squadron of the 23rd Dragoons to a square of French Infantry, which was found considerably to the front, and behind which the French Cavalry took refuge. This square opened a heavy fire on the 23rd Dragoons on their retiring, and in consequence of their experiencing a similar annoyance on approaching the British line, they were induced to move to its flanks, which movement brought the greater part of this squadron of the 23rd Dragoons along the front of Sir Hussey Vivian's brigade. After clearing this brigade, I reformed the men belonging to the 23rd Dragoons, and proceeded in the direction of Sir Hussey's brigade, which had just before advanced, and on my coming up with the 18th Hussars, on the summit of the French position, I went to the Hon. Col. Murray, who commanded that corps, and informed him of my having brought up a division of the 23rd Dragoons, which had been separated from its squadron in a previous charge, and requested to be allowed to advance with his regiment, upon which he replied that he had no controul over me. I therefore continued to march with the 18th Hussars until we halted to bivouac for the night, when Capt. M'Neil and Lieut. Dodwell, with a few men, reunited with my division. The other Officers of the squadron were Cornet Blaythwayt, and, I believe, Cornet Hemmings. Cornet Blaythwayt was with my division.

I have not the honour of Colonel Murray's acquaintance, but I presume he will remember, even at this distance of time, the circumstance of my having spoken to him on the occasion alluded to. Having been in the West Indies when the "Crisis of Waterloo," and Sir Hussey Vivian's reply, were published, I did not meet with them until lately by accident, or I should sooner have troubled you with the foregoing particulars.

I am, dear Colonel,

Your's very faithfully,

JOHN BANNER, Capt. of 93rd Highlanders.

NARRATIVE OF THE ESCAPE OF CAPT. H——, HIS MATE, AND THE
BRITISH CONSUL'S CLERK, FROM THE PRISON OF CRONSTADT.

CAPTAIN H——, an English trader to St. Petersburg, had been for several years carrying on a system of smuggling to a very considerable extent. This being known to several of his brother Captains, it was often viewed with serious apprehension by them. In the year 1823 the consequences they had foreseen became verified. An information being laid against him, his house in St. Petersburg, in the dead of night, was surrounded by *gens-d'armes*, the doors broken open, his books and papers seized; he was dragged from his bed and the arms of his wife, an interesting Englishwoman, to whom he had only been married a few months, and placed in close confinement as a prisoner.

The circumstances of impeachment were these —having engaged as his cook a Frenchman, it was agreed in England that if the vessel wintered at Cronstadt he was to be franked back by some other vessel, or to have employment, or receive some pecuniary compensation. The ship wintered, they disagreed, and the Frenchman went, as he had frequently threatened the Captain he would unless he fulfilled his agreement, to the Minister of Finance (whose name, I think, was Gurieff), and made known the concealment of goods. This information was soon followed up by custom-house officers appearing from St. Petersburg in the Mole at Cronstadt. The vessel was seized with all its contents, and the mate, who had charge of her, taken prisoner.

The respectable British merchants viewed the circumstance as a national disgrace, as their character for dealing had hitherto been held by the Government in the highest respect; but still they felt a sympathy for those of the smaller grade who might have been entrapped into the business. The most active and scrutinizing inquiry took place on behalf of the Government, as they were fully aware that their own officers must have been implicated, to have allowed such things within the Mound and under their own eyes. How many Russians were concerned I know not; but of the English, independent of the Captain and his Mate, a clerk belonging to the British Consul at Cronstadt, and a Commodore R——, who had been forty years in the Russian naval service, were found guilty by the Council. What was the destiny, in the sequel, of the Commodore will be gathered from the anecdote, as occurring between his wife and the late Emperor Alexander, annexed to this narrative. The judgment of the Council was, that the Captain should pay some hundred thousand roubles as a punishment for his crime; or, in default, should, with his mate and the Consul's clerk, be banished to Siberia. * A sum so prodigious being beyond all possible means of Captain H—— to provide, it was concluded, therefore, that, however long the execution might be delayed, Siberia would be their doom.

After a respite of a few months, the distressing epoch arrived, and a day fixed for their removal to St. Petersburg. The only chance of evading the dreadful sentence lay in devising some practicable mode of escape. The following plan was at length determined on, and, by the efficient aid of the Captain's wife, carried into successful execution.

The Russians pay the greatest reverence and respect to the return of their marriage and natal days; and it was to celebrate the return of the latter that Captain H— invited the officer on duty to a little treat. Wines and provision of a suitable kind had been conveyed in by the exertions of the Captain's wife, who had been allowed frequent communications and intercourse with her husband during his imprisonment. But the morning of the intended feast was that fixed on for their last interview. The scene of separation between the husband and wife was such as could not fail to awaken in the breast of the officer feelings of the deepest commiseration.

The bars of the prison being now closed against the agonised wife, arrangements were made for the evening repast. The table being set with every attention to render the feast agreeable, and the wines furnished of a delicate character, the prisoners and officer sat down to do honour to the occasion; and much conviviality and mirth were assumed. It was an event when jolly Bacchus is considered to be in his glory, and the cry for "one bottle more" was vociferated by the prisoners, and that was to be the last and the best: the whole of the guard were called in, bumpers flowed copiously around,—the bait took—its lulling influence was soon perceived,—the officer and men fell prostrate, and Morpheus cast his veil of security around:—no time was now to be lost. The entire guard being thus put *hors de combat*, the escape was readily effected.

The town of Cronstadt was entered. Though light, as is the case in the summer season, a solemn silence pervaded the town. Their own footsteps were only heard, and occasionally responded to by the barking of dogs. The barriers appeared. The interrogation to be put produced a sensation of fear. The sentinel was passed. The dread of pursuit added double speed to their footsteps. Five versts had now been traversed on the Wyburgh side of the gulph, which brought them to a small fishing village, at which place the Consul's clerk was well known, as he was a frequent visitor, and employed boats to push out to descry merchant vessels approaching to Cronstadt. His acquaintance here was a most favourable circumstance to their ulterior views, as he not only got a boat, but purchased it for 25 roubles. Having provided himself with the necessary oars, and with what he could pick up of provisions, he and his fellow-prisoners pushed off into the trackless gulph, thanking that Providence who had so far protected them from the iron grasp of, as they imagined, a despot.

At the period of relieving guard at the prison, on the following morning, the escape of the prisoners was ascertained, and the whole of the guard found in a deathlike sleep. The greatest consternation, in consequence, prevailed; and a report of the circumstance was immediately sent to St. Petersburg. Before the close of the day orders arrived to dispatch the quickest-sailing frigate down the gulph in search of the fugitives, whilst scouring parties of the *gens-d'armes* were sent on each side the land to discover if they had taken refuge in any of the outlets of the river or villages; in short, every possible means were employed to effect their re-capture.

Two days elapsed, and no tidings were heard of the runaways. On the ramparts at Cronstadt groups of individuals were seen using their

spy-glasses with the utmost intensity, as they were sure the frigate would soon return, and bring them back in triumph. Her pendants were at length recognized in the horizon, and the frigate boldly pushing forward for the Mole. The custom-house officers and every individual were on the tiptoe of surmise as she approached. Boat after boat put off to her, but it was soon announced that no prisoners were on board, and that the frigate had failed in her attempt to overtake them.

The attention of the authorities was now directed to poor Mrs. H—. Her abode being discovered, she was placed under arrest. Examination after examination took place, but nothing could be extracted from her; and at the end of six weeks she was, to the joy of her friends, set at liberty. But where was her husband all this period? What was his and his companions' fate? Of this she in fact knew nothing. To ask of any of her friends was almost treason. Your very domestics, at such a period, would be spies; your going in and out watched with the most scrupulous attention. Time rolled on in this anxious state; and although vessel after vessel had come up the Baltic, no tidings were heard, or trace discovered of the prisoners. At length, after a lapse of about six months, news reached St. Petersburg that the poor fellows had been picked up, after suffering for days the greatest fatigue and privation, by a vessel, and landed safely at Elsineur. From thence they took their passage in another merchantman, and reached once more their native land.

The following circumstances relative to Commodore R——, who was an Englishman, and implicated in this smuggling transaction, are copied, verbatim, from Mrs. R——'s letter to her father, residing in St. Peterburg, and the conversation with the Emperor Alexander was carried on in English.

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"Oranienbaum, 1823.

"My dear Father.—For many months past I have written doleful letters, but I trust this one will make you some reparation for the uneasiness I know I have caused you. You will scarcely believe I have spoken to the Emperor myself, in regard to our melancholy situation; and I bless God I have everything to expect from him. I will give you word for word what passed at our meeting, and how we met.

"Last Friday was a day which is always kept here, in commemoration of the Palace Church, which is dedicated to the Saint of this day. The imperial family being at Peterhoff, came here on this day to dinner; I was apprised of it, and thought it was the only resource left on earth, as a mitigation of the sentence, to apply personally to his Majesty; but the difficulty lay in the great concourse of people who would be present, out of curiosity to see him; and I knew, were there many persons present, I should not have courage to speak. However, with the advice of a friend, I thought to meet him on the road, a little way out of the gates, would be the best. I therefore without a moment's hesitation dressed myself and children, and went; and I only prayed he would not pass with the rest of the imperial family, as in this case I thought it would be improper to stop him; and, I bless God, my prayers were heard, for he was alone, the rest coming after him, about half an hour. I stopped his droscka, and what passed was exactly in these words:—'I beg your Imperial Majesty will be pleased to listen to a few words I have

to say.' 'Certainly,' replied his Majesty, 'but whom have I the pleasure of speaking to?' 'To the wife of ———, who has served your Majesty forty years faithfully, but within these six months has come under the law, and the sentence which is passed on him, without your mercy, will be the utter ruin of me and the four children now before you, besides two sons I have in your Majesty's service.' 'What is your husband's name?' '———, your Majesty, and he has served you forty years, which is no short period in a man's life, and if you disgrace him, we are all ruined, pray take it into consideration, and have mercy.' Drawing off his glove, he said, 'Come, give me your hand; I will have mercy.' 'I only ask for mercy, and will you give it him?' 'There is my hand again, and this my voucher, I will have mercy, and a third time I give it, and rely on my word.' 'May God Almighty return to you a thousand fold for whatever you may do for me and my family.' He then bowed, and said, 'Write to me.' 'I will, but will the letter come safe into your hands?' 'Direct it coming from the wife of ———, and that it is to be delivered into my hand, and I am sure to have it.' He then bowed, and said, 'May God be with you,' and drove off. Accordingly I wrote much in the same terms for his gracious kindness. Do you not think I have done great things?"

Having never been apprised during my stay in St. Petersburg, that the Commodore had been banished, the inference is, that his punishment, as promised, must have been remitted by the Emperor.

W. G.

THE MARRIED ANTIPODES.

THE following lines have so far the merit of truth and reality, that they were actually, as they profess to have been, written at the Antipodes.

TO MY WIFE IN LONDON, BY THE WINDS OVERLAND, FROM THE ANTIPODES.

When last we parted in the glen,
We fondly hoped to meet again,
And, though 'twere even in the moon,
We vowed, in fact, and swore, in fine,
Whoever plac'd, in earth or sky,
That meeting, by the straightest line,
Should yield to us the purest joy.
Yet, true it is, however strange,
In absence, oft, our notions change;
And, at this moment, should we meet,
Each, straight descending though a hole,
Poised, as we are, with feet to feet,
Our hearts apart, though sole to sole,
'Twould place us both in such a plight
As might not be exactly right
For, think at thou not, my dearest wife,
On meeting in the central place,
Since we have never been given to strife,
That, in lieu of a sweet embrace,
'Twould grieve us much and make us sick
To greet each other with a kick!
Believe me, dear, tho' distant far,
I am, as ever, your's, J. R.

ARTICLES OF WAR FOR THE IMPERIAL ROYAL ARMY OF AUSTRIA.

As a supplement to Captain Basil Hall's excellent account of the Austrian Army, published in this Journal, we are enabled, by the kindness of a contributor, to give the following translation of the Articles of War for the Austrian Service. We recommend them to the consideration of the Military Commission, suggesting that it should be borne in mind that in those cases where death is not awarded, and where the expression "severely punished" is made use of, an Austrian Court has as much the power of sentencing the offender to "corporal punishment," as to imprisonment, fine, the boulet, running the gauntlet, &c. ; a fact which should be known to those who object to corporal punishment as practised *exclusively* in the British Army.—ED.

1. Violence to Superiors.—Whoever shall violate the laws of obedience, by a forcible opposition to his superior in service, whether the said superior is thereby injured or not, shall be punished with death, by means of powder and ball, both in time of war and peace.

Should this extreme insubordination take place in public, and be of such a nature as to create an impression on the minds of others prejudicial to the service, it shall be tried on the spot by a drum head court-martial.

2. Disobedience of Orders.—Whoever shall disobey the command of his superior, (although not forcibly, yet by behaving with unseemly forgetfulness of the respect that is due to him,) or who shall not carry into effect the said command, either from evil intention, or from gross carelessness, shall at all times be very severely punished, but in war time shall, according to the degree of the mischief produced to the service by the disobedience, (especially when evil intention is proved,) be punished with death, by means of powder and ball.

The obedience to orders enjoined by this article not only comprises such as relate to all the common duties of a soldier, but also to those services he is capable of rendering his monarch by his trade, handicraft, or skill. Furthermore this article of war compels all inferiors to pay the respect due to their superiors on *all* occasions.—Only when the commands of a superior are manifestly against the rules of the service, and in opposition to the allegiance sworn to the monarch, or clearly have for their object some bad end, is it permitted to an inferior (and then does it become his positive duty) to remonstrate against, or even not obey the said commands. But likewise in this case must the remonstrance invariably be made with moderation and respect.

3. Superiors causing Insubordination.—Any superior who by unjust, cruel, or intemperate conduct, shall have occasioned an act of insubordination, shall be most severely punished, according to the aggravation of the circumstances.

4. Mutiny.—Whoever shall excite any mutiny, or take part in one, or who shall permit himself words, writings, or acts, tending to cause mutiny, shall according to the importance of the circumstances be severely punished, and in war time suffer death, by means of powder and ball. Should the intended insurrection have commenced, or be on the point of breaking out, it shall in time of war, as well as of peace, be immediately brought before a drum-head court-martial.

The crime of mutiny is said to be committed when a man at a meeting

of few or many holds language concerning his superior disadvantageous to the Service, the State, or Monarch, and animadvert upon them, so as to leave a bad impression on the minds of those listening. Also, by endeavouring to set prisoners at liberty, or to hinder executions. Also, by more than two men designedly going to their superior to demand relief from a hardship, or by one or more men complaining when in the ranks, or even in the presence of others, of their superior, in so impetuous a manner as to make it likely they might be seduced into participation.

5 High Treason — Whoever shall be guilty of the crime of high treason shall be punished with death, by hanging, as well in peace as in war time.

This crime is committed by all such as attempt the personal safety of the monarch, or undertake anything that is planned upon a violent change of the constitution, or upon attracting or increasing danger to the State from without. Any man designedly omitting to prevent, or give notice, of a concerted high treasonable undertaking, shall himself be punished for high treason.

6 Spies, &c — Whoever shall be detected in correspondence with the enemy, likewise all spies and traitors, with their abettors, shall be executed by means of hanging.

In accordance with this article, which properly treats of treasonable understanding with the enemy, whether it be by writing, by word of mouth, by signs, or by any other means whatever, all correspondence even on the most indifferent matters without previous authorized consent, is forbidden and punishable. All letters, therefore, both going to, and coming from, the enemy, must be notified to the commanding officer. Furthermore, all those infringe this article who, by spreading bad news, cause faintheartedness among the soldiers, citizens, or country people, and, likewise, such as having knowledge of treachery shall not report it.

7 Offenders against Religion — Whoever shall permit himself words or acts blasphemously setting at naught the reverence due to God, or openly offend him, shall be very severely punished. This article of war extends also to those who depreciate religion, either by mockery, or levity in sacred matters, or by disseminating doctrines and writings tending to undermine religion and morality, or lastly, by wantonly exciting hatred between different sects.

8 Perjury — Whoever shall take a false oath shall have a heavy punishment inflicted on him, and more especially if any man, with an intention to accuse another of a crime not committed, perjure himself, and by means of the said perjury cause the accused to be punished by death, shall himself suffer death.

9 Resisting Patroles, &c — Whoever shall forcibly resist a guard, patroles, pounds, or safeguard, shall be most severely punished, and according to the circumstances, in war time, suffer death by means of powder and ball. Likewise, those shall be severely punished who indiscreetly do not submit themselves to an arrest imposed upon them, as well as those who designedly omit to answer the challenge of a sentry.

10 Escaping from Arrest. — Whoever shall attempt to make his escape from a guard when he is put under arrest, shall, when no other means of preventing him are at hand, be shot down upon the spot, should he, however, otherwise be prevented, he shall be most severely punished. He also shall be shot down who forcibly resists a guard and breaks away from it, or makes himself suspected when on a dangerous post, more especially on one threatened by the enemy, and runs off without heeding the challenge of the sentries.

11. **Permitting Prisoner to Escape.**—Whoever shall afford another who is under arrest an opportunity of escaping, more especially a sentry permitting a prisoner to get away, shall be severely punished, and according to circumstances, particularly if done designedly, or when the prisoner shall have been known as a state or otherwise dangerous criminal; or shall have been given over as such to the sentry, shall suffer death by means of powder and ball. Likewise the commander of the guard, if he shall not have acquainted his men with the importance of a dangerous prisoner, or has not used all requisite means of precaution, is, according to the sense of this Article of War, liable to punishment.

12. **Sleeping on Sentry, Drunk on Guard, &c.**—Whoever shall be found asleep on sentry, or leave his post of his own accord before being relieved, or get intoxicated when on guard, or come to the same drunk; furthermore, whoever shall neglect his guard or post, or not conduct himself thereon conformably to his duty, shall be most severely punished, and in war time shall, according to the importance of the circumstances, and the inconvenience thereby produced to the Service, suffer *death* by means of powder and ball.

When anything is the matter with a sentry, or if he is not relieved at the proper time, he must call to the sentry on the next post, who passes the word on to the guard-room furnishing the relief.

Every sentry must give his full attention to the watchword, for should he give the rounds or patrols a wrong word, he must be immediately relieved, and according to circumstances, especially when danger from the enemy is apprehended, be punished most severely.

Moreover, no sentry shall presume, on any account, to allow himself to be relieved without the presence of the corporal.

The foregoing Article of War concerns as well all superiors as subordinates, and more especially every commander of a post.

13. **Surrendering Posts, &c.**—A commandant surrendering a post, without having resisted to the uttermost, as well as all officers subscribing to such faithless surrender, shall be executed by means of *hanging*, as men without honour; and the troops likewise shall, if equally guilty, be *decimated* and *hanged*.

Those who are convinced that the commandant of a post intends surrendering from faint-heartedness or want of loyalty, but more particularly those next to him in rank—shall, in the first instance, make him, with all due order and moderation, the most expressive remonstrances; should these, however, prove ineffectual, and it is conjectured with reason that the surrender has been determined on, either without necessity or from treachery, they will not permit it, but place under arrest the commandant, and under the new orders of him on whom the command by seniority of service next devolves, shall, with united powers, endeavour to defend the place.

14. **Disheartening Language.**—Whoever shall hold faint-hearted or dangerous language concerning the surrender of a post, shall, according to the importance of the circumstances, be tried by a Court-martial, or even be brought before a drum-head Court-martial, and be removed from the eyes of his brave comrades.

15. Whoever shall decline engaging with the enemy, or who during an action shall remain in the rear in a cowardly manner, or who shall run away, shall be executed by hanging. Likewise is every officer bound by his honour, in those cases where the disgraceful running away of a soldier might cause immediate danger to the army, to cut down the coward on the spot.

16. **Cowardice.**—When bodies of troops do not do their duty in action,

or abandon field-works, redoubts, fortresses, or other posts, in a cowardly manner, without having made as great resistance as possible—or mutiny, every tenth man, and likewise every officer who is in any way guilty, shall be executed by means of hanging. A cowardly regiment declining to fight shall also lose their colours until they next distinguish themselves; and smaller bodies shall be divided among other regiments.

17. Plundering, &c.—Whoever in war time shall be found plundering before it is ordered or permitted, shall be most severely punished, and should the plundering become of a violent nature, it shall be treated by drum-head Courts-martial, and, moreover, when it can only be restrained by an immediate example, the officer shall cut down the offender on the spot.

18. Desertion.—Whoever shall (without regard to his oath, and faithless) desert and be brought back by the military, shall, according to the nature of the circumstances, especially when he has before deserted and been brought back, be executed by hanging.

Further, the present article refers to all such as desert, whether they enlist into any other regiment, or, without taking service, remain in the country, likewise to such as return of their own accord and report themselves, except in the case of a general pardon being promulgated. All these shall in proportion, and according to circumstances, have a suitably heavy punishment inflicted. Moreover, it is necessary to cause the existing circumstantial orders to be observed, by frequently making known the sentences pronounced on deserters.

19. Persuading to Desert.—The soldier who persuades two or more of his comrades to commit perjury by deserting, shall, as author of a plot, be punished the same as a deserter, whether the plot shall in fact succeed by the desertion taking place, or be prevented.

20. Foreign Enlistment.—Whoever shall levy troops for a foreign service, or impress by force any subject for that purpose, furthermore, whoever shall enlist any man belonging to any military body, although only for the purpose of settling in foreign countries, or forcibly entrap him for any other purpose whatever, shall be immediately brought to trial before a drum-head Court-martial, and be executed by hanging.

21. Breaking Quarantine.—Any man breaking quarantine shall be severely punished, or who, when once a close cordon is drawn, shall not turn back on being challenged, shall be shot down by the guard, but he who breaks through the cordon by using force against the guard, or who clandestinely evades it, shall be tried by a drum-head Court-martial, and be executed by means of powder and ball.

22. Selling Necessaries.—Every soldier shall, on pain of heavy punishment, keep in good order his arms, ammunition, and equipments, and take good care, on any account whatever, not to pawn or sell them.

23. Booty.—Prisoners of war, artillery, arms, ammunition, colours, standards, horses, magazines, military chests, records, and such like, taken from the enemy, shall, on pain of severe punishment, be delivered, whenever the General commanding shall direct.

24. Breaking out of Barracks.—Nobody shall go in or out of any fortress, post, or other work, by other than the usual entrance, on pain of heavy punishment.

Those likewise infringe this article who break out of barracks, or other quarters, or climb over the walls or roofs.

25. Injuring Buildings, &c.—Whoever shall wantonly injure public buildings, works, hedges, avenues, fruit trees, fields, gardens, and such like, shall, whether it be an enemy's or friendly country, be severely punished.

26. Open Violence — All acts of open violence shall be severely punished; and in war time, according to circumstances, be punished with death by means of powder and ball.

This article includes all such acts of violence as are perpetrated to the prejudice of the peace and security of others, very especially also such as are committed without authority in an enemy's country.

27. Misconduct in Billets — Whoever shall ill-use his landlord in billets, or permit himself any extortion whatever beyond his due, shall be most severely punished. This article refers also to all unjust and forcible cantoning, as well as to all exactions of horses, guides, or forage, which may be practised against citizens or country people.

28. Ill-using Public Officers — Whoever shall ill-use, by striking, either a nobleman, public officer, or any other person distinguished by public office, shall be severely punished, and any officer guilty of such misconduct shall, according to circumstances, be cashiered, or be even still more severely punished.

29. Duelling, &c — All insults, challenges, duels, as well as those assisting in them as seconds, shall, according to the circumstances of the original provocation, be severely punished.

30. Murder. — Every murder is punished by hanging, in war as well as in peace time. Whoever with deadly intention acts towards a man so as to cause his death, renders himself guilty of the crime of murder. More especially the worst species of murder are assassinations effected by poison, or otherwise treacherously. Murder accompanied by robbery, (which is committed with the intention to appropriate the property of another by using violence to the person) also provocation to murder, where any one is compelled, or in any other way induced by a third, to commit the act. Of the last mentioned nature is the immediate murderer as much to be punished with death, by means of hanging, as he who has prompted the deed.

31. Manslaughter — Every blow occasioning death is most severely punished, and in war time, according to the nature of the circumstances, visited by death by means of powder and ball.

A death blow is when the act whereby a man loses his life has been committed with hostile purpose, although not intended to kill him. Likewise causing the death of a man, either by inattention or carelessness, shall be punished according to the proportion of guilt.

32. Arson — Whoever shall wilfully burn, either in friendly countries, or in an enemy's, without orders, or unless justified in so doing by necessity, shall be punished by means of hanging.

33. Theft — All thefts are severely punished, and in war time, when the theft amounts to more than the sum of 100 Guldens (about 10*l*), it is punished by death by means of hanging.

34. Stealing Regimental Property, or from Comrade, &c — Whoever shall steal artillery, ammunition, arms, accoutrements, stores, or other military property, or who shall take with dishonest intention money belonging to any regiment, squadron, or company, or appropriate to his own use, in a faithless and dishonourable manner, any military money, or other articles of commissariat intrusted to his care, or who shall steal property that he is ordered to guard, or shall wilfully allow it to be stolen; also one comrade thieving from another, a servant from his master, or a theft committed at the time of a fire, inundation, or other public calamity, and those persons guilty of theft against whom, by reason of their free entrance and particular business, it is not so easy to guard; also those thefts where the offender has been provided with arms, or other instruments dangerous to personal safety, or which have been effected by means

of breaking into, or climbing over places; furthermore, a theft committed with sacrilegious profanation of the holy service of religion, in any place dedicated to the worship of God, or of any article immediately consecrated thereto; in fine, every theft, the perpetrator of which has already been twice punished for the same offence, shall, without consideration of the amount, be visited at all times most severely, but in war time, when the act is aggravated by the concurrence of any of the aforesaid circumstances, be punished with death by means of hanging. Those also offend against this article who withhold from the soldier his pay, or provisions, or who arbitrarily deprive another of booty legitimately acquired.

35. Robbery.—Every robbery is, in time of war and peace, punished by *hanging*. Every one who does violence towards a person in order to possess himself of his (or, indeed, of any body else's) property, renders himself guilty of the crime of robbery, whether the violence is committed by actual ill-treatment, or only by threatening; whether in the open street, in houses, or in any other place whatever; whether in a friendly or enemy's country; whether by a single person, or by many.

36. Petty Frauds.—All petty frauds, such as when any one with interested intentions forges, or counterfeits, seals, writings, and such like, or attempts to pass current a second time any bond already paid, or breaks open or suppresses letters, or represents the person and character of another; likewise all false players are punished severely as thieves, and in war time, according to the nature of the circumstances, *hanged*.

37. Forgery.—Whoever shall forge illegal coin, or counterfeit genuine pieces of money, shall be most severely punished; and whoever shall counterfeit public bank notes which are current as money, or bonds issued from any public bank, by means of instruments made for that purpose, so likewise every one who in any way whatever assists in this crime, or participates therein, shall, both in time of war and peace, be executed by hanging.

38. Officers Missing Muster.—Any officer who shall wilfully miss muster or review shall be cashiered, accompanied by an explicit declaration of his unworthiness to serve in the Imperial Royal Service, and, according to the nature of the circumstances, even be further most severely punished.

39. Rape, &c.—Rape, incest, and such like impure acts, the crime of bigamy, the forcible abduction of any woman, and all other crimes of the same nature, not expressly quoted in this Article of War, are, according to the laws existing for the Imperial Royal Army, severely punished.

40. Concealing Criminals.—Whoever shall wilfully harbour and conceal any criminal or offender against the foregoing articles shall be punished most severely, in proportion and according to the crime committed.

REMARKS.

The Articles of War must frequently be read from beginning to end, and clearly explained to the soldiers; more especially to recruits, on joining, in their native language; likewise also must they be read out at all musters.

The promulgation of any Article of War which may henceforth be altered in any particular, or any new one added, must be solemnly performed with beat of drum, or sound of trumpet.

THE FORTS OF JERSEY.

TO THE EDITOR OF THE UNITED SERVICE JOURNAL.

MR. EDITOR,—Having observed in the United Service Journal for July last, a letter on the Forts of Jersey, signed "A Friend to Truth," intended as a criticism on the late Mr. Inglis's "Channel Islands," I hope you will permit me, through the medium of your valuable periodical, to offer a few remarks on your correspondent's communication.

The author of the critique in question denies that Fort Regent added a million to the national debt, or cost the country nearly 800,000*l.*, as stated by Mr. Inglis; and asserts, from his own knowledge, that it cost altogether only 300,000*l.*, and that it can contain upwards of 1000 men, besides ammunition and stores; in proof of which he assures his readers that he has in his possession all the plans, sections, and elevations, as well as the estimates of the work, with the sum each part of it cost; and adds that he was present during the building of the work, from 1806 to 1814, and helped to lay the foundation-stone with Sir George Don and General Humfray, the Commanding Engineer. That the "Friend to Truth" possesses the means of information which he assumes I have no right to call in question; but as he has not condescended to enter into particulars, I see no reason why his dogmatical opinions should be admitted as facts, or his asserted presence on the works be proof of the veracity of his statements.

The plans without their detail prove nothing; and the amount of the estimates, I suspect, are much within the actual cost of the fortress; nor would the blunder, whether by accident or design, be a solitary instance of a discrepancy of this nature: it would not be the first time that Government has been induced to undertake works, the construction of which have finally cost much more than their original estimated amount; nor need I go farther than Jersey to prove the truth of this assertion.

In 1807 a permanent barrack and hospital were proposed to be built of stone, and slated, on the heights overlooking St. Owen's Bay, for 30 officers and 864 non-commissioned officers and privates, at the estimated expense of 13,183*l.* On the faith of this estimate, the Treasury was induced to authorize the erection of buildings on the site proposed, capable of accommodating 24 officers and 400 men, which, though not half the dimensions of those proposed, cost the country upwards of 30,000*l.*

The "Friend to Truth" writes that he has in his possession the sum which each part of Fort Regent cost. I admit that he may have the estimated value of the various materials that were calculated would be required, by those interested in promoting the work, but it is not likely that he has any detailed statement of the portion or value of the materials in each separate part; nay more, it is actually impossible for the Commanding Engineer himself to give the real cost of Fort Regent, even in the aggregate, from the circumstance of a large quantity of the different materials used in its construction, and the implements of labour, entrenching tools, &c., having been purchased in England by the Board of Ordnance, and sent from thence to Jersey; besides the necessity which often occurred, of using for Fort Regent, a part of the stores sent to the island for other purposes, and *vice versa*, of which portions and appropriations no exact account could be kept.

The hill on which Fort Regent stands was the property of the Vingtainne of St. Helier, and was purchased by the British Government for 11,280*l.* The town of St. Helier being situated at its base, much private property, including many houses, had to be purchased from individuals; the adjacent buildings had small gardens ascending the face of the hill in terraces, some of which, no doubt, were formed by gradual encroachments upon the common property: but as no inquiry was made regarding the right of the proprietors to such gardens, the whole were purchased at an appraised valuation: in some cases, it is said, at a rate little short of 20,000*l.* per acre.

The sum paid for the houses and ground purchased on account of the fortifications exceeded 25,000*l.*; which added to the sum granted to the Vingtainc for the hill, make the cost of the site alone upwards of 36,280*l.* The work was commenced in 1805; a well 327 feet deep, and 10 feet in diameter, was dug through the solid rock; and the top of the hill was partly levelled and cleared for laying the foundation. These preliminary operations having been completed, the first stone of the fortress was laid on the 7th November, 1806, and the body of the place was finished in 1814. For carrying on this work four hundred masons, stone cutters, bricklayers, and miners, were engaged in the west of England, at the wages of 5*s.* per diem, including Sundays, and a considerable number in London at 5*s.* 6*d.*; each man had 2*s.* per week lodging money, and the whole were taken to Jersey and back free of expense; to which is to be added a company of military artificers, and upwards of 600 mechanics and labourers from the 4th Garrison battalion, and the troops of the line, besides natives. The average number of men employed from Nov. 1806, to 1813, considerably exceeded 1100; and for the subsequent twelve or fourteen years large bodies of masons, miners and labourers were employed in forming the envelope and glacis, and in building the containing wall of the latter; uncovering the casemates, which in consequence of their faulty construction admitted ruin, and were constantly damp, and relaying them with Roman cement; in scarping the rocky parts of the hill to a perpendicular height of from 40 to 60 feet, and facing such parts of it as are not solid rock with blocks of granite, from two to three tons in weight; building the north out-works of the like material; pulling down and rebuilding such parts of the work as were not considered sufficiently strong; and rebuilding other parts that had tumbled down. In fact, the employment of artificers and labourers has never ceased, from the first commencement of the building to the present time, and there are now working parties constantly employed in the never-ending labour in and about Fort Regent.

Although it be impossible to give the exact amount of the money expended in the erection of Fort Regent, yet sufficient testimony can be adduced to show that the sum far exceeded 300,000*l.*

I have been favoured with an authentic document, which states, that the number of men employed in the beginning of July 1806 was 1102; and also an official memorandum, which gives a particular numerical detail of the artificers and labourers, civil and military, as also the number of horses and carts employed on Fort Regent, during the years 1811 and 1812; and as the work was carried on from the period of laying the foundation stone, in 1806, to the end of the year 1814, with uniform and unremitting diligence, and the most strenuous exertions were made, during the whole of that period, to construct the body of the fortress, the figures in the memorandum alluded to may be fairly taken as the average number of workmen employed during the eight years comprehended in the latter stated term. However, to be within the mark, I shall calculate the workmen employed in 1811-12, as the average number on the works from November, 1806, to November, 1813 only; and their wages for seven years accordingly.

CIVILIANS.

Masons and stone-cutters, 200 for 7 years, 300 days per annum, at 5 <i>s.</i> each per day	£	s.	d.
	105,000	0	0
Bricklayers . . . 60 do. do. do.	31,500	0	0
Miners . . . 126 do. do. do.	66,750	0	0
Blacksmiths, carpenters, wheelers, sawyers, painters, and lime-burners } 56 do. do. do.	29,400	0	0
Lodging-money for 442 men, 300 weeks, at 2 <i>s.</i> per man per week	13,260	0	0
60 carts, with 2 horses each, for 7 years, 300 days per annum, at 14 <i>s.</i> per team per day	88,200	0	0
	<hr/>		
	333,510	0	0

				£	s.	d.
Brought over				333,510	0	0
MILITARY ARTIFICERS AND LABOURERS.						
Masons and stone cutters	55 for 8 yrs.	{ 1134 days in summer, at 1s. 8d. per d. each		5,211	0	0
		{ 1057 do. in winter, at 1s. 4d. do.		3,876	7	8
Bricklayers	26 do.	{ 1131 do. in summer, at 1s. 8d. do.		2,464	10	0
		{ 1057 do. in winter, at 1s. 4d. do.		1,832	10	8
Miners	87 do.	{ 1134 do. in summer, at 1s. 8d. do.		8,242	5	0
		{ 1057 do. in winter, at 1s. 4d. do.		6,129	17	10
Blacksmiths	68 do.	{ 1134 do. in summer, at 1s. 8d. do.		6,843	0	0
Sawyers				4,792	17	4
Carpenters						
Wheelers						
Painters	500 do.	{ 1134 do. in summer, at 10d. do.		23,625	0	0
Labourers				17,616	13	4
Officers	20 for 2191 days, at 4s. per day each			8,765	0	0
				420,909	1	10

The number of days' labour performed by men and horses, prior to laying the foundation-stone of the fortress, and by those who have been on the works, from 1813 to the present time, are fully equal to two years labour of the numbers above stated; but in consequence of the reduction of the price of labour, the amount will bear no proportion to the charge for that period.

Masons and Stone-cutters	200 for 2 years, at 300 days per ann., 3s. per day each	10,000	0	0
Miners	126 do. do. do.	11,340	0	0
Blacksmiths	56 do. do. do.	5,100	0	0
Carpenters				
Wheelers				
Sawyers				
Painters	60 carts, with 2 horses each, for 2 years, 300 days per an. at 10s. per team per day	18,000	0	0

The military artificers and labourers employed during the 22 years, subsequent to 1813, and those employed prior to November, 1806, may be fairly calculated to be equal to twice the number on the works in 1811-12, and the charge to four years wages accordingly.

Masons and Stone-cutters	55 for 4 yrs.	{ 648 days in summer, at 1s. 8d. per d. each		2,970	0	0
		{ 604 do. in winter, at 1s. 4d. do.		2,765	0	0
Bricklayers	26 do.	{ 648 do. in summer, at 1s. 8d. do.		1,408	0	0
		{ 604 do. in winter, at 1s. 4d. do.		1,046	18	8
Miners	87 do.	{ 648 do. in summer, at 1s. 8d. do.		4,698	0	0
		{ 604 do. in winter, at 1s. 4d. do.		3,503	4	0
Blacksmiths	68 do.	{ 648 do. in summer, at 1s. 8d. do.		3,572	0	0
Carpenters				2,738	2	8
Wheelers						
Painters						
Labourers	500 do.	{ 648 do. in summer, at 10d. do.		13,500	0	0
		{ 604 do. in winter, at 8d. do.		10,066	13	4
Officers	26, 1252 days, at 4s. each per day			5,008	0	0
				104,115	18	8
				420,900	1	10
Total for labour				£525,025	0	6

The foregoing calculations, I am satisfied, are much within the actual amount paid for labour; to which may be added the pay of a superintendent of works, at 10s. per diem, with lodging money, coals, and candles; a mas-

ter mason, master carpenter, and master blacksmith, at 7s. 6d. per day each, for twelve years and upwards; and the additional wages of the several foremen, and the pay of non-commissioned officers with the parties. The working pay of officers of engineers, and the pay of the additional civil establishment, clerks, &c., required during this period, ought also, strictly speaking, to be placed to the account of Fort Regent.

As the civil artificers were paid for Sundays, I have calculated their wages for three hundred days per annum, allowing sixty-five days cessation from labour for the winter, for the whole; although only the bricklayers, and part of the masons, ceased working for any part of the time; many of the latter working as stone-cutters, at so much per foot, by which the most expert made from 10s. to 12s. per day.

There were a number of regimental officers permanently employed, who were answerable for the regular attendance of the miners, artificers, &c.; independent of the proportion authorized by the military regulation, to attend with the daily working parties, from the several corps; altogether, they exceeded the number which I have noticed.

The military artificers and labourers were employed constantly during the whole year, except on such days as the weather would not admit of out-door labour; any apparent overcharge that may be thought to arise on that account is fully counterbalanced by the military pay and allowances of the officers, non-commissioned officers, and privates of the company of military artificers, that were constantly employed on the works, up, I believe, until the year 1819, and who were augmented to double their original number for that purpose; neither ought it to be forgotten that the artificers and labourers from the 4th Garrison battalion, raised under the Reserve Act, would not volunteer into the line, because they were permanently employed on the fortifications, and receiving wages as artificers and labourers in addition to their military allowances; consequently their pay as soldiers would more properly be charged to the cost of Fort Regent, than to the effectives of the army; as it is most likely they would have entered the line had they not been so employed.

I have no means of ascertaining the quantity or value of the whole of the materials used in the construction of Fort Regent, but I have had an opportunity of seeing copies of two contracts, entered into by the Commanding Engineer in 1811 with Mr. J. Coutanche and A. De La Mare, for the supply of 138,000 cubic feet of granite; also the means of ascertaining that in the latter end of that year, the quantity contracted for not being deemed sufficient to enable the Commanding Engineer to go on with the work, during the whole of the years 1811 and 1812, a further contract was made, with a Mr. E. Neel for 30,000 cubic feet in addition, at 38 sous, or 1s. 7d. per foot. Now taking into consideration the unremitting diligence with which the work was prosecuted, it may be fairly calculated that the whole of the granite required for facing the revetments, &c., was $3\frac{1}{2}$ times that specified for 1811-12, or 588,000 feet, which, at 1s. 7d. per foot, is 46,550l.

It may also, with great moderation and fairness, be allowed, that the heavy blocks of granite subsequently used in building the north out-works, and in casing and supporting such parts of the hill as are not solid rock; the stone required for the containing wall of the glacis; that used for platforms for the guns, and the Swanage-stone used for steps, paving, and coping, cost at least two-thirds of that used for facing the revetments, and the interior of the fortress, or 31,033l. 6s. 8d.

The arches of the whole of the casemates are of brick, of which there were two kinds used. Hard yellow brick, imported from England, was used for the first course of the arch, and the common red Jersey brick, of a softer nature, for the other courses. Fourteen carts, drawn by two horses each, were constantly employed in carrying the bricks made in Jersey, from the brick-kilns to the works, at the rate of 91,375 bricks per week, independent of those received from England.

I have it not in my power to give the quantity of bricks used, nor the amount charged under that head, but considering the heavy duty on bricks, the rate of freight from England, insurance, &c., and the price of coals used in Jersey for the kilns, the sum for bricks must have been equal to that charged in the first item for granite, or 46,530*l*.

Adverting to the remark which I have already made, on the casemates having admitted rain, that defect has been, as far as possible, rectified, by plastering the brick-work outside with Roman cement, and making a drain or gutter, with a leaden spout to carry off the water, along the top of each of the piers that support the arches; this was the more necessary, as the body of the ramparts from the brickwork, to within six inches of the top or terreplain, consists of loose pieces of stone, of various sizes, and chippings from the quarries, mixed with such rubbish as chance happened to throw in the way; and through which the rain will always find its way; how far such incongruous materials are superior to fine mould beaten down to a solid consistency, I leave to the "Friend to Truth" to determine.

A deficiency of culm happening to take place in January, 1812, 49 loads, or 1176 bushels, were purchased from Mr. Le Vesconte, for the use of the lime-kilns, at the rate of 2*l*. 10*s*. per load; and in the beginning of the following April it was again found necessary to purchase an additional 20 loads at the charge of the contractor, to enable the kilns to furnish the necessary supply of lime required for the works. Now it appears that the above 49 loads were used in the three slackest months in the year, consequently at least 196 loads were used annually for burning limestone; and as it requires a load of culm to burn 8 hogsheads of lime, 1568 hogsheads of lime were the quantity used annually. Lime at that time sold for 15 livres or 12*s*. 6*d*. per hogshead, but as it is probable that it did not cost Government so much—at 10*s*. per hogshead, the amount paid for lime for twelve years would be 9408*l*.

The quantity of coals consumed in the repair of miners' and tradesmens' tools, in the dead of winter, proves that the workmen were in full operation during all seasons.

For in December, 1811, the commanding engineer, fearful lest the works should be stopped from a scarcity of coals, reported that there were only 360 bushels, or seven days' consumption for the forges, in store; and obtained authority to purchase 100 loads, or 2400 bushels, of a Mr. Dolbel for 237*l*. 10*s*. as a temporary supply at the contractor's expense, to keep the blacksmiths at work until such time as a cargo would arrive. Hence it appears that 15,840 bushels of coals, at least, were consumed annually, or 190,080 bushels (7920 loads) during the whole period by the blacksmiths, which, at 2*l*. 7*s*. 6*d*. per load, amount to 21,780*l*.

In addition to the items of expense which I have enumerated, there are to be taken into account the value of the carts, wheel and hand-barrows, spades, shovels, picks, and all kinds of miners' and artificers' tools sent from England; the oak, elm, and fir timber used in scaffolding, centres 'or arches, pallisading, drawbridges, gates, doors, window-frames, flooring, and in the repair of wheels, carts, and barrows, &c., window-glass, paint, Roman cement, sand, lead for gutters and pipes, copper for the doors and windows of the magazines; gunpowder and tubes used in mining, and iron and steel for works of that nature required in the erection of the fortress, and the 127 pieces of ordnance mounted on its ramparts.

Still Fort Regent is not completed, nor can it be considered sufficiently tenable until the large hill at the foot of the glacis is cut away, and an out-work built, and armed with power to clear the foot of the rock along its western face; there not being a gun in the fortress that can be brought to bear on an enemy, on that side, after he has entered the town of St. Heliers.

Up to the year 1812, the Government Bills in Jersey were upwards of five per cent. below par, and as all artificers and workmen were paid in Jersey currency, consequently 3000*l*., or five per cent., was lost on every 100,000*l*. paid by Government up to that period.

The bomb-proofs appropriated as barracks for artillery and infantry are fitted up to contain 29 officers and 488 non-commissioned officers and privates, and, including the canteen, comprise the whole of the 42 casemates in the north-east, south-east, and north-west curtains, those in the gorge of the east bastion, and in the south outwork.

The author of "The Channel Islands" expresses a doubt if the number of troops for which accommodation is thus provided would constitute a sufficient garrison for the defence. The "Friend to Truth" denies the fact, and says the fortress can contain 1000 men, besides ammunition and stores.

About five years ago, it having been considered desirable that the two regimental depôts, at that time stationed in Jersey, should be quartered together, for the purpose of field-movements, all the casemates that could possibly be spared were added to the barrack construction for their use; still there was a deficiency of accommodation, and the artillery company, then in Fort Regent, was obliged to remove to Elizabeth Castle, to make room for the second depôt; by which measure an additional expense is annually entailed on the country. Hence it would appear that the Fort cannot even comfortably lodge a sufficient number of men for the ordinary duties of the garrison in time of peace, minus the ordnance, commissariat, and barrack stores; that a fortress mounting 127 pieces of cannon would seem to require; much less the troops necessary for its defence, with the stores and provisions that would be requisite, in the event of it having to sustain a siege. The number of troops required to constitute a sufficient garrison, should hostilities take place, and the accommodation and store room in that case necessary, may be gathered from the solicitude expressed on the subject by the general officer commanding in Jersey, when the body of the place was building. He was of opinion that it would require 2800 men to garrison Fort Regent, and being anxious that sufficient bomb-proofs, if possible, should be constructed, he furnished the commanding engineer with a return, in which it was stated, that, independent of the casemates necessary to contain the above number of men, provision must be made for an hospital and surgery, an armoury, laboratory, blacksmith and carpenter's shops, bakehouse, and for ordnance, commissariat, and barrack stores. With this object in view, he obtained from the Commissary-General a statement of the quantity of provisions that would be required for the maintenance of a garrison of 2000 men, for six months, and the medical comforts for 200 sick for the same period: with the store-room requisite to lodge such provisions, which return he put into the hands of the commanding engineer.

The Commissary-General in his report states, that, to lodge the stores of his department, he would require two store-rooms of 220 feet by 25 feet each; two store-rooms of 80 feet by 15 feet each; one store-room of 100 feet by 14 feet. Now there are in the north-east curtain eleven casemates, 47 feet by 16 feet each; in the gorge of the east bastion, six casemates, 52 feet by 16 feet each; and in the south-east curtain, eight casemates, 46 feet 6 inches by 16 feet each; consequently it would require the whole of the casemates in the north-east curtain, and gorge of the east bastion, with three of those in the south-east curtain, to lodge the stock of provisions; the other five casemates in the south-east curtain would be required for an hospital, surgery, kitchen, hospital store, and for the quarters of the Surgeons and their assistants.

The north and south fronts form each two demi-bastions, and contain seven casemates, which are much smaller than those in the curtains, and being partly in a line with the bottom of the trenches are extremely damp; besides, as they contain guns for the defence of the ditches, sufficient room must be kept clear to work them; nor ought any stores to be placed in these casemates liable to catch fire; or so cumbersome as to circumscribe the space, otherwise the smoke would thereby become so much condensed, on firing the guns, as to render remaining in the place to work them impossible. Ordnance stores not likely to suffer from damp, such as boxes of

case-shot, &c., might be placed in the ends of the casemates farthest from the guffs, which are purposely separated by a trellis partition across. There is, not, however, sufficient room in these compartments for one-sixth part of the material that it would be necessary to have on hand, in the event of a siege.

In the west bastion there are four casemates, leaving sufficient space for working the guns: the compartment next the entrance of each might continue appropriated as at present, three to hold barrack stores with the barrack-master and his serjeant; the fourth for coals, although by-the-by it could not contain two months' consumption of that indispensable article for the garrison. The north-west curtain contains twenty casemates; fourteen of which measure about 40 feet by 16 feet, and six considerably smaller: these might be occupied as a small-arm armoury, a laboratory, blacksmith's and carpenter's shops, bakehouse, regimental store, and to hold a supply of spare gun carriages, intrenching tools &c. The fourteen large casemates now fitted up for 300 soldiers are all that is left for lodging 2000 men, with their complement of Officers, &c. The south outwork, the accommodation in which is nearly equal to one of the casemates in the north-west curtain, may hold, on a pinch, between 30 and 40 men, after setting apart sufficient space for the stores for immediate use.

The east outwork has been more than once pronounced by the faculty to be so damp and unwholesome as to be uninhabitable: however, 50 men might be placed there ready to work the four guns in the casemates, if regularly relieved at stated periods.

If the garrison be reduced to 1000 men, besides officers, and the stock of provisions diminished accordingly, there will then be ten casemates to spare for about 100 Officers, namely,—the General and Staff, the Commanding Engineer the Officers of Ordnance and Commissariat, and the Field-Officers and Officers of Artillery and Infantry, and for mess-room and kitchen for the same. Still room is wanting for upwards of 600 men, and for the necessary quantity of ordnance stores, &c.

In alluding to a prevalent opinion that the fort would have been better placed on Nonmont Point, the "Friend to Truth" tells us, "that it needs no argument to prove, that a citadel to defend the landing, the approaches to the town and harbour, and, in fact, to hold the key of the island, should not be an isolated spot where a couple of companies might hold the garrison invested, whilst the remainder of a small force should oppose the succours arriving from England."

This disadvantage he ascribes to Nonmont, and confers the converse position on the site of Fort Regent, evincing a preference for the latter which can only proceed from an early and premature predilection, without self-examination, and an undue deference to the opinion of the original projectors of the work.

In the first place, Gallows Hill, at the distance of about 1000 yards, is upwards of ten feet higher than Fort Regent, and completely looks into and commands it; Clarmont Hill, at about 900 yards, does the same; and although from neither a breach could be made in the fortifications, the shell and shot from batteries on both would soon render the guns on the ramparts *hors de combat*. This discovery has been made, I believe, since the "Friend of Truth" left the works, as epaulements have been subsequently erected on the demi-bastions and across the curtains, to prevent the guns from being disabled by the enemy's *ricochet* fire.

Instead of Fort Regent being a defence to the town and harbour, there could not possibly have been adopted a scheme more calculated to destroy the former, or to be of such little use for the protection of the latter, as the erection of this fortress. Along the whole of its western side ranges of warehouses are built, abutting against the rock on which it stands. While the town sweeps round its northern front, and along its eastern side, within thirty or forty yards of the works, the long narrow coffin-like construction

of the Fort leaves little room for the inaccuracy of the gunner, and a shell falling short, or passing over the works, would be sure to deal destruction among the peaceable inhabitants. An error of 20 yards in the range of a shell would occasion the inevitable destruction of the whole town. Were proof wanting to show how little it is calculated to defend the landing, or the approaches to the harbour, it is fully demonstrated by the fact that, within these two years, it has been found necessary to build a large Martello tower mounting several guns at Point des Pas, to frustrate the landing of an enemy at Havre des Pas, a small bay within 500 yards of its ramparts; and to protect, in conjunction with Elizabeth Castle, the shipping in the small roads, and the approaches to the harbour.

Elizabeth Castle is a powerful sea-battery, distant from Point des Pas 930 yards, and from Noirmont Point 3300 yards, and is about 1200 yards in advance in St Aubin's Bay. It mounts 68 pieces of heavy ordnance, 40 of which cross their fire with the guns of St Aubin's Fort, situated at the distance of 2500 yards, on the opposite side of the bay. Together they afford full protection to the intervening roadstead, into which, however, a shot could not be fired with any effect from Fort Regent, owing to its great elevation, and to Elizabeth Castle standing between it and the object of its fire.

Noirmont Promontory for the site of a fortress possesses all the advantages which he ascribes to Fort Regent, it separates St Aubin's from St. Brelade's Bay, and commands the entrance into both, its southern extremity is divided into two headlands, embracing the small creek of Portlet, where reinforcements and stores of every description could be landed, without obstruction, were the enemy in possession of the whole island besides. The site would also admit of a regular fortification, being constructed, capable of containing 10,000 men at half the sum which Fort Regent has cost, and from the superior elevation of the ground it could not be commanded from any part of the surrounding country. From St Aubin's a steep narrow valley runs nearly across the promontory, leaving only a straight elevated isthmus from thence to St. Brelade's Bay, which could be easily cut, and with the precipitous crest of the valley fortified, so as to form strong lines in advance of the more regular fortification. Behind these lines the whole of the troops stationed in Jersey and the Island militia could make a firm and determinate stand, while the enemy must waste his strength in unsuccessful attacks, without having it in his power to make the least impression, and be ultimately obliged to retire or surrender at discretion. However, should he be even powerful enough to force the lines, he will still have the citadel and a numerous garrison to combat, certain of receiving overwhelming reinforcements before he can open the fire of his first parallel.

Further, Noirmont Point possesses the great advantage of having sufficient room to shelter the whole of the live stock of the island, with the necessary provender, behind the fortress, entirely out of the power or reach of an enemy; also that of being made available as a naval station: for had the citadel been placed here, at the extremity of the point where a reef of rocks runs a little way across the bay, a breakwater might have been constructed at no great expense, with sufficient water for frigates and steam-vessels, which, from thence, could have put to sea at all times of the tide.

When the "Friend to Truth" talks of Fort Regent "defending the landing, the approaches to the town and harbour," he seems to have forgotten that it was not constructed for that object alone, but as a place of retreat for the troops in the event of their being unable to keep the field, until such time as reinforcements could be received from England, thereby securing the sovereignty of the Island to Great Britain. Besides, a hostile force might effect a landing in any of the three large bays of St Owen, St Catherine, St. Brelade, or Grouville, or in the smaller ones of Grave, De Lecq, Bonne Nuit, or Rozel, and from either proceed to the investment of the town and fortress; and that St. Aubin's Bay is not included in this list of landing-places is not to be attributed to any effect that might proceed from the fire

Badajoz, &c. Whenever the 4th division was in movement, the light companies were intrusted to his charge, and during a part of the retreat of the Army from the frontiers of Portugal to the lines of Torres Vedras, these companies were embodied under his command as a light battalion. In an affair with the enemy at Sobral, near Lisbon, his horse was shot dead under him; and, as remarked by a distinguished General Officer, on every occasion, in every difficulty, and in many hours of trial, by the "example he set, the steps he trod, led the men cheerfully and fearlessly to do their duty." He received a medal for Talavera.

The 97th, owing to its thinned ranks, having been ordered to England, he was promoted on the 25th of January, 1813, to a Lieutenant-Colonelcy in the 3rd West India regiment, stationed in Trinidad, and with five companies of that corps was sent to join the expedition against Guadaloupe, in 1815, and obtained one of the badges of the "Order of Merit," presented by his Majesty Louis XVIII.

On return to Trinidad, he was selected by Sir James Leith to command the troops in Grenada, and on leaving the regiment in December, 1815, received a letter, accompanied with a piece of plate, from the Officers, expressive of "their unfeigned feelings of regard and esteem, for the comfort and happiness experienced whilst under his command."

On being ordered back to Trinidad, in August, 1816, he was voted the thanks of his Majesty's Council and of the Assembly of Grenada, and a sword, value one hundred guineas, "for the zeal and alacrity with which he had acceded to the wishes of the Colony, made known through his Honour the President, in continuing in his command during a period of great anxiety and alarm, occasioned by an insurrection in a neighbouring island."

In 1820, during the absence from Trinidad of Governor Sir Ralph Woodford, he administered the government of the island for four months, and "in consideration of the advantage which the community had derived during that period, by his being a member of his Majesty's Council, was requested still to continue a member," to which he acceded, subject to the approval of the Commander of the Forces, who, on giving his consent, remarked that, "in whatever situation Lieut.-Colonel Young may be placed, the public service would be benefited."

In 1823, on again giving up the government, which he had held for two years, during a second absence of the same Governor, he was presented with four addresses:—

1st. From his Majesty's Council, stating "their sincere and grateful acknowledgments for the candour, integrity, and impartiality which had marked his administration."

2nd. From the Board of Cabildo, with a vote of 150 guineas to purchase a sword, and a request that he would sit for his portrait, to be placed in their Hall, "in token of their sense of the efficient manner he had presided over that Board; and to record their opinion of the moderation, steadiness, and ability which on all occasions marked his administration."

3d. From the inhabitants, with a piece of plate, to record "their gratitude for the integrity and impartiality of his government."

4th. From the coloured inhabitants, acknowledging "their deep sense of the prudence, moderation, and humanity which distinguished his administration of the government."

On the final disbandment of the 3rd West India regiment, in the beginning of 1825, he was waited on by a deputation of the inhabitants of Trinidad with a farewell address, and with a request of his acceptance of a piece of plate, value 250 sovereigns, to record "their personal esteem, and the high sense entertained by them of his conduct and services during the many years he had commanded the garrison of that island, and their opinion of the excellent state of discipline and exemplary conduct of the regiment."

He was appointed, on the 7th of January, 1826, to the newly-created office of his Majesty's Protector of Slaves in the Colony of Demerara, the arduous duties of which he conscientiously and ably performed. He retired from the Army, by sale of his commission, on the 13th of May, 1826; but on the recommendation of his Royal Highness the Commander-in-Chief, conveyed to him through Lieut.-General Sir Herbert Taylor, the Military Secretary, he was allowed by his Majesty to retain the local rank of Lieut.-Colonel in the West Indies, "in consideration of the merit and value of his services, and of the zeal, intelligence, and gallantry with which he had discharged every duty."

When about to relinquish the Office of Protector, the following appeared in the Colonial Paper:—

"We understand, upon good authority, that Colonel Young has been Gazetted to the Government of Prince Edward Island. Were it not some consolation to know of the exaltation and dignity bestowed by his Majesty upon this excellent gentleman, the people of this Colony might well grieve at what was to remove him permanently from amongst them, for we are sure we speak the sentiments of every individual in this community, when we say that no public man ever lived more esteemed and more honoured than Colonel Young has been in Demerara."

He was Gazetted, on the 25th of July, 1831, to be Lieutenant-Governor of Prince Edward Island, and "in consequence of the favourable opinion entertained by the King of his merits," communicated in a despatch from Lord Stanley, his Majesty's Secretary of State for the Colonies which induced him to repair to England. His Majesty was graciously pleased, on the 9th of July, 1834, to confer on him the honour of Knighthood.

At the period of his decease, this Officer had been for seven months confined to bed with inflammation of the knee, for the origin of which no satisfactory cause could be assigned, but notwithstanding his daily-increasing suffering, he literally appeared composed and tranquil in mind; and having a few days previously received the sacrament, submitted, with becoming resignation, to the will of God, and thus terminated an honourable career of forty-one years uninterruptedly devoted to his Majesty's service.

On the 2nd of December, his Honour the President of his Majesty's Council, administering the Government *ad interim*, issued a notice that all his Majesty's subjects were expected to put themselves in decent mourning for the space of six weeks, on account of the lamented death of his Excellency Lieut. Governor Sir Aidas Young, and the 7th of December being the day fixed upon for the ceremony, at two, p.m., the funeral procession, marshalled by the Sergeant at Arms to the House of Assembly, moved from Government House, preceded by three field-pieces, and the troops in the garrison, to form the guard of honour and firing party.

His Excellency's funeral was attended by all the military and civil functionaries of the colony in the following order:—

His Honour the President and Commander-in-Chief.

Members of Council.

The Speaker of the House of Assembly.

Members of the Assembly.

Officers of the Assembly.

Law and other Officers of the Crown.

The High Sheriff and Coroner, with their Staves.

The Magistrates.

The Gentlemen of the Bar.

The Officers of the Militia.

The Gentlemen of the Town and Country.

On arrival of the procession opposite to the entrance of the new English

Church, the troops formed a double line, through which it passed into the church, in the chancel end of which preparations had been made for depositing the body: The troops were then formed around the grave, resting upon their arms reversed. The usual ceremony for the dead having been performed by the two officiating clergymen, and the coffin lowered into the grave, the troops presented arms, and immediately afterwards marched out of the church, whereupon the field-pieces, which were stationed outside, fired three times each, which terminated the ceremony.

At two, P.M., the garrison commenced firing, and continued to fire every minute, until they had completed the number of 116 guns, being two for every year of his Excellency's age; while, throughout the day, the Union Jack, at half-mast, floated mournfully over the garrison.

The following extract from a Prince Edward Island Paper of the 22nd of December has been communicated since the above memoir was prepared:—

"We have deferred offering any remarks upon the lamented demise of his Excellency Sir Aretas W. Young, in the hope that we should have been furnished with a brief exposition of his earlier services, without which we felt that we should be unable to do that justice to his memory which those services demanded, distinguished as they have been by those marks of royal approbation so recently conferred on him by his Sovereign; but being disappointed in this expectation, we are compelled to limit our observations to his late Excellency's conduct during the administration of the government of this island. Actuated by an earnest desire to benefit the people with whose interests he was intrusted, his constant aim was directed to give effect to those measures which he thought would best promote that end. That he was endowed with the nicest sense of honour, and scorned to encourage a thought which was not strictly in accordance with it, will be acknowledged by all, when we revert to the occasion of his first meeting the Legislature, when he declined to accept an annual vote of 300*l*, which had been received by his predecessor, lest it should have the semblance of influencing his future conduct. Easy of access upon all occasions, his affability of manner rendered official communication with him peculiarly pleasing and unconstrained, and under his mild but firm government the island was fast increasing in its internal resources, and we greatly lament that dispensation of Divine Providence which has deprived us of so estimable a ruler."

THE LATE JOHN FERRIER, ESQUIRE, ADMIRAL OF THE BLUE.

THIS old and valuable Officer died in London, on the 27th of January, at the advanced age of 77, after having spent the greater part of his life in the service of his country.

He obtained the rank of Lieutenant in the year 1777, and served on board the *Convert*, under the late Sir Henry Harvey. In the year 1790 he was posted; and in 1796 was appointed to the command of the *York*, in which he was on the West India station for five years, and on his return convoyed home a fleet of 155 merchantmen, without the loss of a single vessel, for which he received the thanks of the West India merchants, accompanied by a valuable piece of plate. He then served under Lord Nelson off Boulogne; and on the *York* being paid off, he was appointed to the *Albion*, 74, and proceeded to the East Indies in the year 1803, where he remained till 1808. Whilst there, upon his own responsibility, he undertook the search for, and subsequent protection of, a China Fleet, threatened and once attacked by Admiral Lincois, and convoyed them safely to St. Helena; and on another occasion, when under orders to proceed to England, he sailed for the Persian Gulf, to defeat the machinations of the

French, who intended to establish themselves there under a protection of two sail of the line, four frigates, and armed vessels.

On his returning from the East Indies, the Government of Bombay conveyed to the Court of East India Directors "their fullest sense of the very meritorious diligence and zealous activity with which Capt. Ferrier superintended the equipment to the Persian Gulf, and which claimed and commanded their unreserved acknowledgment;" and they expressed "their sincere sense of that zealous and indefatigable spirit of exertion which, during a lengthened official intercourse with that valuable Officer, they had had uniform and frequent opportunities to observe to pervade all his professional conduct, such as, combined with the conciliatory deportment he had ever manifested towards the government of the presidency, had made their co-operation with him at all times a pleasure."

On the voyage home from India, the *Albion*, a very defective ship, encountered the severest of weather, and Capt. Ferrier then showed what could be effected by practical ingenuity, cool determination, and steady perseverance. On his arrival in England, the *Albion* was found, upon an official survey, to be literally lashed together; and when her excessive defects were ascertained, it excited the astonishment and admiration of every one who had an opportunity of examining the means Capt. Ferrier employed to enable his ship to withstand the tremendous gales of wind encountered during the voyage. Capt. Ferrier obtained his flag in the year 1810, and hoisted it first in the *Marlborough*, then the *Bellerophon*, and lastly in the *Scarborough*, in which ship his flag was struck in 1814: during this period of service he was attached to the Flushing Fleet, under the command of Admiral Young.

Admiral Ferrier, in his public character, evinced great punctuality, naval skill, fortitude, resolution, and steady perseverance, and to a degree which drew forth the admiration of all those with whom he served, particularly of Lord Exmouth, who showed unabated friendship to the end of his days; and the immortal Nelson, who, it appears by Clarke and M'Arthur's Life, in his characteristic style, thus introduced the subject of this memoir to Earl St. Vincent. "Capt. Ferrier you do not know, therefore it becomes me to tell you that his ship is in the very first order, and that he is a man of sense, and as steady as Old Time himself."

The Admiral had also the good fortune, while on service in India, to meet with the Duke of Wellington, and gained his esteem and friendship; and during the Duke's residence at Walmer Castle was his frequent guest.

In private life, the Admiral was most unassuming and unostentatious, influenced in all his actions by the highest sense of honour, and he secretly exercised many acts of bounty and munificence. He had fixed his residence on the very sea-shore at Deal, which he left late in the month of January for London, for the purpose of obtaining the best advice as to an internal complaint, with which, without murmuring, and even unknown to many of his most intimate friends, he had long been afflicted—an operation was advised, in which he instantly acquiesced. The operation was performed on Monday the 25th January, by a very eminent surgeon. It proved unusually difficult and severe, but the Admiral met it with fortitude never surpassed, and without even a sigh. Nature, however, was exhausted, and the Admiral died on the Wednesday following.

The Admiral did not marry till late in life: he has left a widow.

FOREIGN MISCELLANY.

PRUSSIA.

MILITARY EDUCATION.

BESIDES the "School of War" (*Kriegs Schule*) and the "School for the Artillery and Engineers," in Berlin, there are military schools, attached not only to the Regiments and Battalions, but to the Brigades. The latter are of three descriptions, namely, for Ensigns, and others, volunteers, and subaltern officers. The first of these three classes of schools is for the benefit of Ensigns, officers of inferior rank, and soldiers who are desirous of qualifying themselves for higher appointments. There are two distinct courses of instruction given in these Brigade schools; the lowest or second class includes such points as are required at an Ensign's examination, and comprises, writing a fair hand and spelling correctly, arithmetic, inclusive of proportions and fractions, the elements of geometry, drawing plans, at least in a neat manner, elements of geography, and general as well as domestic history. In the higher or first class, the Ensigns belonging to the Brigade are taught such subjects as qualify an officer for promotion in times of peace. They are required to attain readiness and accuracy in drawing up treatises on military questions, as much French as will enable them to translate with facility from French into German; pure mathematics as far as equations of the second degree; plane geometry and plane trigonometry, the elementary principles of fortification, as well for *petit* *travaux* as the field, laying down plans and maps of positions in a clear and correct manner, rather than to please the eye, staking out intrenchments; calculating and placing the number of labourers, and assigning the quantity of work to be done upon intrenchments, and executing surveys of posts, particular localities, and small districts, geography and statistics on an extended scale; and general and domestic history. Independently of these subjects, the pupils are required to practise gymnastic exercises, to gain a thorough acquaintance with the use of arms, and to practise shooting at a target. The education given to the class of volunteers (persons who are allowed to enter the Service for twelve months, but are intended for another line of life) is confined to those points of military knowledge which are necessary to qualify them as future officers in the Landwehr, or as non-commissioned officers. All they are expected to learn, therefore, is the military exercise, a sufficient acquaintance with the duties devolving on a subaltern, and the art of conducting petty warfare, in order that they may be fitted for receiving appointments as officers of a higher grade, they are instructed what system they should pursue, and what military works they should consult for this purpose. Both theory and practice are combined in this class, the pupils are examined before they quit it, and testimonials are given to those among them who have acquired sufficient knowledge to entitle themselves to selection as officers in the Landwehr. The school for subalterns embraces a concise acquaintance with military science and field service, in connexion with instruction as to the mode of practically applying what they learn. With this view, wherever it is practicable, use is made of regimental drillings and manœuvres. The student is also required to give written answers to questions relating to all points of military duty, and if he approve himself an able and assiduous scholar, he is preferably selected for appointment to the post of an adjutant or officer in the rifle corps.

SPAIN.

EL PASTOR

Jaureguy, the Shepherd, (a *sobriquet* by which he is as well known as the late Zumalacarre-guy was by that of *El Tio Tomas*, "Uncle Thomas,") is about forty six years of age, and of the middle stature; his face is

round, with a heavy cast about it. There is much decision portrayed in his mouth and chin; but his forehead is expanded, and his eye has an expression of openness and goodnature. In person he is portly, so much so indeed that he would not discredit an alderman's gown. He usually wears a dark blue uniform, richly embroidered on the collar and cuffs; otherwise it is quite plain, nor even set off by epaulettes or wings, as they are not worn by any officer in the Spanish Army above the rank of a subaltern. He had on a pair of Waterloo-blue trowsers when I last saw him, buried in a pair of enormous boots, which covered his knees, yet so closely fitted to his calves and ancles, that I could not, for the life of me, divine how he contrived to embark his legs in them.

HUNGARY.

FORTRESS OF KOMORN.

We had to work our way from Raab across the most miserable roads a traveller was ever doomed to contend against;—our wheels up to their axles in mud—and our horses, if inclined, scarcely capable in their starved, lame, and blind misery, of extricating us from our difficulties. Komorn does not look amiss—at a distance; but when once within it, gloom reigns on every side of you, from the narrowness of the streets; and they are as irregular in their construction as they are dismal of aspect. There are but two redeeming features in the place; St. Andrews, one of the eight churches of a town containing about 18,000 inhabitants, and the fortress, which lies on an island in the Danube, or rather between that river and the mouth of the Waag, and to the east of the town. An avenue of trees and bridge unites them, and fifteen minutes' walk brought us into the interior. The fortress is not extensive, but it is admirably built, and in a massive, handsome style; the barracks and offices connected with them are neat and kept exceedingly clean, the works are surrounded by water on every side, but the ditches are choked with bulrushes; the ramparts and bastions, which were renovated throughout by the Marquess of Chasteler in 1805, are skilfully and substantially constructed, and kept in good preservation. Nature no less than art has contributed to render the place impregnable. The first fortifications were raised by King Matthias, but they did not assume the character of a fortress until the time of Ferdinand the First. It was besieged by the Turks in 1594, but has never yet fallen into the hands of an enemy: it is therefore a maiden fortress, and you may see its virginity commemorated on the exterior of one of the bastions facing the Waag, where there is a figure of a vestal holding a wreath of victory in her right hand and handling a fig with her left fingers. There are handsome *têtes de pont* on either bank of the Waag. (From private notes.)

AFRICA.

THE BEY OF CONSTANTINE.

We reached the Bey's encampment after three days' journey from Constantine. So great a multitude of followers of all sorts had collected on the spot, that it had the appearance of a complete town. On learning my approach, he came out to meet me on horseback, attended by his whole retinue; he gave me a cordial welcome, and had a tent pitched for me close to his own. Within a few yards of my quarters was a stable, in which sixty beautiful horses were kept; a second stable contained some of the finest mares I ever saw; and a third, a number of horses for ordinary use. The Bey's own tent was magnificent both for size and decorations, and communicated by a door with the tents reserved for the ladies of his harem. I was told that vapour-baths were among the luxuries which he carried into the field with him; at all events I observed, on the day when he struck his tent, that his wardrobe and *personaliiu* amounted to twenty camels' load. His immediate vicinity presented a

prodigious array of tents for housing his subordinates and menials. On our return to Constantine, we first marched six hours; a general halt then took place; all pitched their tents, and the Bey was received with great parade by the heads of his army. Immediately after he had dismounted, he directed two-and-twenty Arabs, part of the Hanaushah quota, to be arrested, and ordered them to be decapitated during the night. This was done upon a charge of mutiny having been brought against them by their own sheikh, who alleged that it would be impossible for him to keep them under after the Bey dismissed him. On this expedition I became acquainted with Hajji-Achmet's cousin, a youth eleven years old, whom he had adopted as his son, in consequence of having no child but a daughter. I never met with a better horseman for his age; for none but himself and the Bey's equery could ride Hajji-Achmet's horses; he holds the next rank to him when the Bey enters a place, rides by his side attired in a large mantle embroidered with gold, and always sits next to him at table. On one occasion I was present when the troops were paid; every soldier's name was called over in the Bey's presence, and each of them received a small purse containing eight hoggio, of the value of about twelve shillings, which is the amount of one month's pay. The troops are a mixture of Turks, Arabs, Kuluglis, and Kabails, but they are all treated alike, and kept under strict discipline. His highness told me that he had twenty thousand men in his pay, but I am much mistaken if he has more than a third of that number. His cavalry cost him nothing, save and except their being exempted from paying him any tribute, the latter being of itself sufficient to account for the host of horsemen he can command: they are estimated by some sheikhs, whom I questioned very closely, at not less than from forty to forty-five thousand men; and I had reason to know that the sheikh of the Arabs alone was capable of bringing as many as ten thousand into the field. We passed close to his camp upon our way back, and I was astonished at the immense display of black camel's-hair tents which composed it. On quitting Constantine, we made our way to Bona, and along the whole route were most hospitably treated by the Arab tribes, who invariably presented me with white bread and cups of coucousson, into which they threw handfuls of sugar.—(From a Diary kept by a Moor of rank.)

GENERAL CORRESPONDENCE.

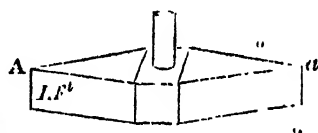
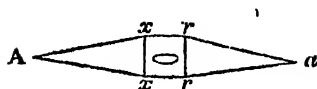
THE EDITOR OF THE UNITED SERVICE JOURNAL.

Mr. Allardyce on Naval Construction.

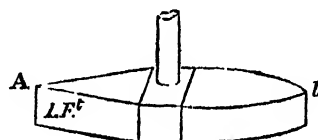
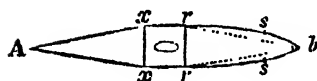
MR. EDITOR,—I see by your Journal for this month that Mr. Bland still retains his former opinions as regards a semi-cylindrical-formed vessel, and is very anxious to bring the matter to the test of actual experiment. I am sorry, however, to state, that neither my situation nor circumstances will permit me to meet Mr. Bland on this point, in the manner he wishes, and I should not, in consequence, have troubled you with the following, did it not appear to me that Mr. Bland chiefly supports his argument by the conclusions he has drawn from the experiments of M. de Romme. Now, I have never heard his experiments spoken of as being particularly extensive or accurate, nor have I ever seen them recommended as a particularly good guide for the formation of a vessel's bottom; but I have by me the detail of a set of experiments on Naval Architecture, which for accuracy and extent may perhaps have been equalled, but, certainly, never surpassed in this, or any other country. As these experiments are

not published, I think that perhaps Mr. Bland may not have seen them, and as, in my opinion, a person coming so liberally forward with his purse as Mr. Bland has done, in order to clear up a disputed point in science, ought to have the benefit of any conclusions derived from actual experiment, I willingly lay before you the result of those experiments, as regards the point in dispute, in hopes that Mr. Bland may be benefited by the perusal of them. The late Colonel Beaufoy, to whose scientific and useful labours a great many, if not all the scientific institutions in the country can bear honourable testimony, conducted a series of between nine and ten thousand experiments on Naval Architecture, at the Greenland Dock, for the purpose of ascertaining the best form for the bottoms of ships. Among these extensive experiments were some made on the three bodies in the annexed drawing. The bodies were all of equal length, depth, breadth, and of the same midship-section, and the experiments were made to ascertain the effects of giving them differently-formed head and stern-ends. The velocities with which they were drawn through the water varied from one up to eight nautical miles per hour; I shall therefore give the resistance of the several bodies at a velocity of four miles per hour, as approaching nearest to the mean of the velocities. The motive powers are given in pounds and decimal parts of pounds. The bodies were immersed six feet below the surface of the water, and were, in the first place, drawn along with the same head-ends, *A*, foremost; they were then reversed, so as all to have the same stern-ends, *A*, but different head-ends, *a*, *b*, *c*, the results of which are shown in the tables below.

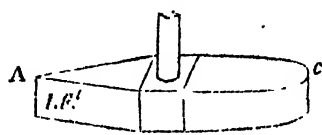
A *x*, *r* *a* each = 3 ft. *x* *r*, *r* *r* each = 1 ft.



A *x*, *r* *b* each = 3 ft. *x* *r*, *r* *r* each = 1 ft., *r* *s* segments of a circle 8 ft. radius *s* *b* = 1 ft. and is a tangent.



A *x*, *r* *c* each = 3 ft. *x* *r*, *r* *r* each = 1 ft. *r* *c* *r* semi-elliptical cylindroid.



The small mast in each represents part of the elliptical rod by which they were each immersed six feet below the surface; the other end of the rod was attached to a conductor which swam on the surface.

Velocity, 4 nautical miles per hour.

Motive powers in lbs. and decimal parts of lbs.			
	A a	A b	A c
Total resistance	11·17	11·02	12·76
Friction on top surface	0·57	0·62	0·69
Resistance as a ship	10·60	10·40	12·07
Friction on sides and bottom	2·59	2·64	2·72
Plus and minus-pressures	8·01	7·76	9·35
Plus-pressure of head-end A	7·57	7·57	7·57
Minus-pressure of stern-end	0·44	0·19	1·78
	a A	b A	c A
Total resistance	11·17	10·38	11·82
Friction on top surface	0·57	0·62	0·69
Resistance as a ship	10·60	9·76	11·13
Friction on sides and bottom	2·59	2·64	2·72
Plus and minus-pressures	8·01	7·12	8·41
Minus-pressure of stern-end A	0·44	0·44	0·44
Plus pressure of head-end	7·57	6·68	7·97

When a vessel is at rest, the water presses on the head-end in proportion to the depth of the displacement; this is called head-pressure. By plus-pressure is meant the additional pressure which is sustained by the head-end of a body moved through a fluid, which additional pressure is over and above that which we have called head-pressure, and arises from the fluid being obliged to be displaced, in order to permit the moving body to pass through it. By minus-pressure is meant a subtraction of pressure from the stern-pressure, and which subtraction is occasioned by the fluid not pressing so strongly against the stern-end when such body is in motion through the fluid, as when the body is at rest. It is therefore evident that the resistance increases, both with the plus-pressure and with the minus-pressure. Now, by examining the results in the accompanying tables, where *A* is used as a head-end for each of the three bodies, we find that the minus-pressure is less in *A a* than in *A c*, evidently showing that a tapering after-end in a vessel is preferable to a very full one, as the pressure of the water on each side of the tapering end, instead of being opposed the one to the other, acts in such a direction, that the resultant of the two coincides in position and direction with the keel of the vessel, and thus endeavours to propel the vessel forward in the direction of its length. Also the minus-pressure in *A b* is less than that in *A a*, thus showing that we must not expect to gain an advantage by making the stern-end taper too rapidly, still less by making the lines of it hollow; for, by doing this, we lose the propelling pressure of the water entirely, as the vessel will have shot ahead before the water can collapse upon the after-end. We may, therefore, I think, conclude that moderately convex lines are better for the after-end of a vessel than right ones, and that even in bodies of the same length, breadth, depth, and midship section, the velocity may be considerably increased or retarded by the formation of their after-ends. With regard to the effects which difference of form in the head-end may have upon vessels of the same length, depth, breadth, and midship section, by referring to the accompanying tables where *A* is made the stern-end of each, and *a*, *b*, *c*, the different head-ends, we find that the plus-pressure of *a*, *A*, is less than that of *c*, *A*, showing that a long acute bow is better than a long bluff one; also that the plus-pressure in *b*, *A*, is less than *a*, *A*, again showing the advantage of convex lines over

right ones. The reason of this is, that the water which is deflected from the bow of *b, A*, loses its deflected force much sooner than the water deflected from *a, A*, and thus allows the water abaft the main section to collapse on the after end, and by its compressing power assist in propelling the vessel. From the above tables, which are extracted from a number of experiments much superior, both in extent and accuracy, to any ever made by M. de Romme, we learn, that not only the form of the after-end and also of the head-end has great influence in accelerating or retarding the velocities of ships, but also that of the three bodies *A a, A b, A c*, which are of equal depth, breadth, length, and of the same midship section, the resistances, when considered as ships, vary very materially with the respective differences of their forms.

It is impossible to tell what effect the perusal of the above may have on Mr. Bland's opinions; but if he is of a reflecting nature, I think he will well consider the assertion of M. de Romme, "That two ships of the same midship section, and same length, and depth, whatever their forms may be in other respects, within the limits of the greatest difference of form ever used in Naval Architecture, will experience the same resistance," and pause ere he enters upon a series of expensive experiments, which, after all, may only end in the disappointment of his expectations.

With regard to Mr. Bland's other observation on the semi-cylindrical and fish-shaped forms represented in your Journal for December last, viz., "as the capacity of the one is to the capacity of the other, as the whole inscribed square is to the whole circle, the ballast and stores of the semi-cylindrical form can be placed lower and more distant from the common centre *m*, than the ballast and stores in the sharp body, therefore, proportionally to the advantage of the stability of the former over that of the latter. Again, whilst the two bodies are at rest, the breadth of bearing on the water is equal in both, but, when the wind causes each to heel equally, then the floating breadth of the sharp body becomes less than that of the circular body; and as bodies always sink down and displace a quantity of water equal to their weight, then the floating breadth of the sharp body cannot diminish without the body sinking altogether deeper to preserve her displacement, which must always be with increased risk of foundering."

On this I shall only observe that the metacentre being that point about which, when the vessel heels, the operating forces are held in equilibrio, and, consequently, that point about which the vessel endeavours to rotate, the argument, that the semi-cylindrical vessel possesses more stability than the sharp one, because its centre of gravity is placed farther below the point *m* than the centre of gravity of the sharp body, is incorrect; for the stability of a vessel is always in proportion to the height of the metacentre above the centre of gravity. Now *m* is only the metacentre of the circular body, and remains so at every inclination; whereas, in the sharp body, the mean direction of the vertical effort of the water which determines the metacentre is thrown so much nearer the side of the vessel to which she heels than it is in the full one, (and that, too, in consequence of that property which, according to Mr. Bland, increases the risk of the vessel's foundering, viz., by the floating breadth of the sharp body becoming less than the floating breadth of the semicircular body,) that its intersection with the mast is considerably higher than the point *m*, so much so, indeed, as even, at the inclination represented, to make the distance between the metacentre and centre of gravity of the sharp body greater than the distance between the metacentre and centre of the semicircular body, and, consequently, the stability of the former greater than the stability of the latter. With regard to the diminished floating breadth causing the vessel to sink altogether deeper in the water, this certainly would be the case, were it not for the peculiar form of the vessel; but if Mr. Bland will particularly examine this form, he will see that the buoy-

ancy of the parts above the water in the sharp body, when compared with the parts under the water, increases very rapidly, whereas, in the full body, on account of its circular form, the buoyancy of each part is more uniform, and that in proportion as the sharp vessel is inclined, the increase in her powers of buoyancy becomes proportionally greater: also that the buoyancy of the part immersed is always equal to that of the part which emerges, thus enabling the vessel to incline on either side and maintain her proper displacement, and plainly showing that, in doing so, she will neither sink deeper nor run any risk from foundering. As I am most anxious not to occupy your pages with long quotations of arguments already before the public, I beg to refer Mr. Bland to page 62 of a published pamphlet on Naval Architecture, by Commander John Pearse, R. N., in reply to Mr. Henwood, of the School of Naval Architecture, where the subject of form generating stability is fully entered into and exemplified. The whole pamphlet, however, is so clearly illustrative of the fundamental principles of the subject at present before us, that, knowing Mr. Bland's love of science, I think I may safely assert, that whether or not it produces any alteration in his opinions, he certainly will be both gratified and entertained by its perusal.

I remain, Mr. Editor, your much obliged and obedient Servant,

HENRY W. ALLARDYCE, Bombay Engineers.

Cheltenham, February 6th.

Responsibility of Regimental Ranks.

MR. EDITOR,—It was with no small gratification that I perused the article on 'Moral Command,' by Lieut.-Col. Rolt, in your January Number; but in no part did I more cordially agree with that able officer, than in his remarks on the 'Captain of a Company.'

It is surely obvious that a Captain of a Company ought to hold the same position in regard to his company that a Commanding Officer does to his battalion. Such, however, I have no hesitation in saying, is not the case in the majority of regiments. The Captain's commission confers on him the command of his company, yet he too often finds himself virtually set aside; and instead of every thing in the company passing through his hands (and in particular, his recommendation, a *sine quid non* to promotion) into those of the Commanding Officer, he is not even consulted; while this position, galling enough if he found that his judgment was invariably set aside in deference to an officer of field rank, who, as his senior, may be presumed to be a fitter judge, becomes tenfold more irksome by his finding himself thus superseded by the Adjutant, with whom, if he be inclined to assume the command of his company, he finds himself involved in a constant and degrading contest;—I say degrading, because contests between a senior and a junior are necessarily degrading to the senior, who ought to command, not to contest. The Adjutant is upheld by the Commanding Officer, the Captain goes to the wall, and wearied with useless, or worse than useless, endeavours to command the company nominally his, yields the matter as a bad job, and, with silent indignation, perceives his men looking up to the Adjutant for appreciation of their characters, and consequently as the source of reward and punishment, the hinges of all authority. One would think the appointment of the pay-serjeant might be left to the Captain, who, not the Adjutant, is answerable for defalcations: yet in this respect too is Colonel Rolt's principle set aside: for, though the Colonels of regiments appoint the agents, and are answerable for their failure, yet though equally answerable for the failure of the pay-serjeant, his appointment rests with the Adjutant, on whose shoulders no such responsibility rests. The natural result of such a state of things follows:—though one man can command a battalion, no one man can command ten companies; the Captains having lost their authority, the companies get into disorder, and the unsupported,

nearly-powerless Captain is thus visited with blame and responsibility for the consequences of a system essentially and radically bad, over which he has had no control, on the contrary, perhaps, has protested against.

This disgusting state of things does not exist in the *crack* regiments, by which term I do not mean the upstart corps of recent notoriety, whose name, as it has sprung up in a day, will probably perish in a day: I mean those who won and wore the designation during the flow of "that mighty stream of battle which carried the glory of England in its course;" and if ever the causes come to be investigated which laid the foundation of, and continue to maintain, the character of these noble regiments, I am persuaded that no one cause will prove so prominent (indeed I am disposed to adduce it as the primary cause of their excellence) as the assigning to each officer the precise duties appertaining to his commission. With them, no Adjutant presumes to come between a Captain and his men; he is confined to his duty—*i. e.*, that of *aiding*, whence his designation—not *seconding*, that is left to the Majors—the Commanding Officers; still less is he found to fill the place, as he too often does in those regiments, of the Commanding Officer. If there should be (which, however, from the excellence of their system I more than doubt) an incapable Commander, his deficiencies are made good, and his incapacity relieved, by the eldest Major, to whom all readily yield a very different obedience from that which is given to the usurped authority of an Adjutant. If the Captain goes wrong (as no doubt may happen), he is set right by a Field Officer; if he persists in that wrong, he is made to resign his commission; for as the trust reposed in the Captain is great, so no one unworthy of such trust is suffered to be a Captain.

In the one system, the chain of power in the regiment is visible on a simple perusal of its list of officers, as borne in the Army List; in the other, it is not so palpable; neither is it so simple (and all true excellence is simple), but unfortunately it is not less evil. It stands thus—Commanding Officer, Adjutant, Sergeant Major, Non-commissioned Officers. In such regiments, officers have little duty to do beyond that detailed to them in the daily roster; and this they soon cease to be able to perform as it ought to be performed.

I remain, Mr. Editor, your constant reader,

CENTURION.

Numerical Standard for the Composition of Regiments of Infantry.

MR. EDITOR,—As it appears to me that—not only in the British Army, but in those of other nations—there is no fixed numerical standard for the composition of a regiment of Infantry, the obtaining of such a standard is a desideratum of primary consequence in the organization of military bodies, which are essentially characterized by their numbers. Now I conceive that the application of the Roman numerals would afford a simple solution to this problem. The Romans having been almost solely and exclusively a military nation—I consider it, moreover, not improbable that these letters may have been adopted as numbers, in the original classification of their troops; and the circumstance of some of them appearing to correspond with this idea will be allowed to strengthen the argument. * Miles, a soldier—and mille, a thousand—seem to be connected, denoted by the Roman numeral M.; C. for 100—commanded by a Centurion or Captain; L. for 50—commanded by a Locum-tenens, or Lieutenant. But to proceed with my scheme, which I humbly submit amongst the many plans of the present era, fertile in novelties; if it conduces to the public benefit, I shall consider myself fortunate in having been instrumental thereto. I have a scale for the higher grades of the Army, as well as for the organization of the largest masses that can possibly be collected together in modern warfare; but I shall leave that until the public has expressed its opinion upon the present communication.

Supposing the Roman numerals to be arranged according to their relative values, thus,—M, D, C, L, X, V, I, denoting, respectively, 1000, 500, 100, 50, 10, 5, and 1; then I propose that each should represent some grade, and its correspondent command; for instance,—

A Colonel is denoted by the letter M, he commands 1000 men.

A Major	"	"	D,	"	500	"
A Captain	"	"	C,	"	100	"
A Lieutenant	"	"	L,	"	50	"
A Serjeant	"	"	X,	"	10	"
A Corporal	"	"	V,	"	5	"
A Private	"	"	I,	"	himself.	

Then, the Colonel's command is 2 Majors, 10 Captains, 20 Lieutenants, 100 Serjeants, 200 Corporals, 1000 Privates—Total, 1332.

The Major's command is 5 Captains, 10 Lieutenants, 50 Serjeants, 100 Corporals, 500 Privates—Total 665.

The Captain's command is 2 Lieutenants, 10 Serjeants, 20 Corporals, 100 Privates—Total 132.

The Lieutenant's command is 5 Serjeants, 10 Corporals, 50 Privates—Total, 65.

The Serjeant's command is 2 Corporals, 10 Privates—Total 12.

The Corporal's command is 5 Privates—Total, 5.

SUMMARY.					
Privates	.	.	.	.	1000
Corporals	.	.	.	.	200
Serjeants	.	.	.	.	100
Lieutenants	.	.	.	.	20
Captains	.	.	.	.	10
Majors	.	.	.	.	2
Colonel	.	.	.	.	1
Total					1333

I do not intend that this is a standard which should be invariably adhered to: but I merely propose it as a fundamental principle, where there apparently exists none—leaving it to States or Armies to make such modifications as they may deem expedient. It will be acknowledged to be exceedingly simple; and, therefore, it will be easily comprehended, and remembered without difficulty. Its simplicity is its principal recommendation: this is the characteristic of the works of nature, and may be well emulated by those of art. But I have done.

I remain, Mr. Editor, yours most truly,

EDW. FRYERS, Capt. R.E., retired.

Borlum, near Inverness, Jan. 30, 1836.

New Orleans, Praga, and Rathcormack.

MR. EDITOR, In his admirable remarks on the British Army in America, Major Mitchell has risked an opinion, that lines similar to those thrown up by General Jackson at New Orleans cannot, if firmly defended, be forced by the bayonet alone. Suffer me to remind him of the assault on Praga, a place similar to New Orleans in the flatness of its situation, but defended by a better-disciplined garrison, in number doubling the whole assailing force. The true cause of Suvaroff's success, and of Sir Edward Pakenham's failure, may be traced to the attack of the former having been made by men trained alike to parry and point with, and therefore confident in the bayonet, and not only in light marching order, but with unfixed arms; whilst the followers of Pakenham, encumbered with appointments, were permitted to load.

Never were the causes, which from weak entrenchments have often led to the repulse of British foot, more fully exemplified than at the affair of

Rathcormack. On that occasion, every effort is said "to have been made to force the haggard with the bayonet, but without success." And why were these efforts unsuccessful? If trained bayoneteers cannot close upon untrained bludgeoners, of what value is their training? of what avail their bayonets? If they cannot force a mud-bank, how will they carry an entrenched breach, a palisaded redoubt? Sword in hand a subaltern leaped up, and held his own against all his felon assailants; and why were the privates unable to follow? Let them answer for themselves. "The weight of our knapsacks," say they, "prevented our springing up, and in attempting to scramble over, we were knocked down by the cudgels of the rioters, which we were unable to parry." Surely this would not have been the case with men trained to the German exercise, for this very purpose introduced. We are greatly mistaken if a bayoneteer taught to use his weapon would not laugh to scorn the efforts of three or four insurgents, and effectually bar their approach within seven feet. Had our Infantry either known the Saxon exercise, or been armed after the old Highland and Croatian plan, with sergeants' fusils and cut-and-thrusts, we hesitate not to assert that they would have accomplished their purpose without taking life or firing a shot; whilst if the mob, armed and largely reinforced, had afterwards compelled them to use extreme measures, they would have been able to inflict on the ringleaders, without hurting the innocent, such a correction as would effectually have cured them of all disposition in future to violate the law.

I cannot, in conclusion, but express regret that the American musket of the same calibre with our regulation rifles and carbines, and which experience has proved a far more destructive fire arm than any used in our service, has not been adopted by our own Light Infantry, who would then use the same cartridges with the rifle corps, and be saved a weight of seven pounds. The only remaining objection to the Saxon exercise would thus be removed. The bayonet should also be made sharp at the edges, so as to prevent its being grasped by an adversary, and to enable the wielder to disable an opponent whom he may not wish to slay.

I have the honour to remain, Sir, yours, very obediently,

COLD STEEL.

P. S. In your February Number, the Trebbia is spoken of as the only European victory of Russia. It would be but fair to add Pultaway, Kunensdorff, Novi, Macejowicz, Praga, Male, Yaroslavetz, and Culm, to say nothing of the doubtful battles at Eylau and Borodino, or of the great battle at Leipzig, where Russian valour repaid what had been lost by Austrian pedantry.

Retirements in the Military Medical Department.

MR. EDITOR.—Through your journal I beg leave to offer a few observations on what I conceive to be a great hardship in the present regulations of the Army Medical Department.

A medical officer has the power of retiring from the service after twenty-five or thirty years, but the whole of that period must be passed on *full pay*; if any portion of his time has been passed on *half-pay*, notwithstanding he was so placed by the *reduction of his regiment*, and not by his own solicitation, such period is deducted. In the latter case no just cause of complaint can exist; but in the former, where, for the accommodation of the public, the medical officer is reduced to half-pay, and again brought forward when his services are required, there certainly appears fair grounds of discontent on his part. He finds he has not only lost so much emolument, but also so much time. It appears to me the subject has not been laid before the higher authorities in its proper light, or this grievance would have been redressed. Among the officers of the army this rule does not exist; a major or a captain may exchange on half-pay, and so remain for ten or fifteen years; ex-

change again on full pay, and then become entitled to his brevet rank and increased pay, with officers of his own standing, who have served continually on full pay.

It is often more easy to state a grievance than to furnish a remedy. I would propose that medical officers, when claiming retirement, should be allowed to reckon—say one-half or three-fourths of any period passed on half-pay, when they had been so placed by the reduction of regiments or establishment; and, to guard against the idea of an unwilling servant of the public obtaining an advantage, that this indulgence should in no case exceed—say two or three years. The expense would be a trifle; I do not know that many would claim the indulgence; it would be an act of justice to the officer; and it would also, by giving the opportunity to some old surgeons to retire, make vacancies for a few assistant surgeons, many of whom have been from twenty to twenty-five years in the service.

I trust those who have the opportunity will state the case fairly to the Secretary at War; I do not believe he would refuse so small a boon, where so just a claim is advanced.

I am, Sir, your obedient servant,

CHIRURGUS.

Training of French and English Cavalry.

MR. EDITOR.—I read in your Number for January an article on mutual instruction, as practised in one of the French regiments of Light Cavalry: the details were instructive, and might possibly be imitated with some advantage in our regiments of Infantry, where more leisure exists among the men than in the other branches of the profession; and although it need not embrace all the branches in the French statement, several very useful things might be taught to soldiers in their unemployed time; but I altogether doubt that any such system could be introduced into our Cavalry regiments: as long as the present system of stable duty continues, there can be no such attempt made. Whether this *intense* grooming was originally used as the means of giving employment to the men, and keeping them out of reach of temptations, I will leave to Cavalry officers to decide; but it is very clear that, unless there is some relaxation on that point, no time can be afforded for other pursuits, as the dragoon has not in the twenty-four hours (exclusive of the time at his meals) above an hour and a half he can call his own. This system of mutual instruction ought to be, for the greatest part, voluntary; and I would venture to say, that a Cavalry soldier, after having done due justice to his own horse, and perhaps that of a sick comrade, would be much more inclined to take a nap on a truss of straw, than receive instructions either in fortification or music.

It has often been objected, that so much time and care are bestowed in cleaning and rubbing down horses, which can scarcely ever be practised on active service: and the only answer I have ever heard given to this was, that it served to keep the men employed. Now this system of mutual instruction would completely effect that purpose, give the soldier a higher view of his profession, and, consequently, a greater portion of self-esteem.

I should likewise hint at another objection to the constant stable duty; that it is likely to engender a feeling of dislike in the men to the unconscious objects of so much care, particularly among the idle and lazy, several of whom enlist in the Cavalry by preference, supposing they will have little to do, and are to ride about like gentlemen: they soon find out their mistake, and that the greatest part of their time is employed in looking after their four-footed companion: this begets a sort of soreness and dislike to the poor animal, and is the only way to account for the neglect they suffer when out of sight of the officers, and the cruel treatment they often meet with. I need only appeal to the experience of

officers who served in the Peninsula, as to the number of instances on this head: horses were left untouched for days together, the scanty forage was not given to them in proper time, the small allowance of barley often sold to procure wine or spirits, with many other instances of bad treatment. In contrast to which, I have only to mention the German Cavalry in our service: there the soldier considered his horse his comrade in every sense, it was his first thought to provide for the poor jaded brute, and if he got by chance a loaf of bread, the half of it went to the animal that carried him safely through all danger.

In coming to that part of the article, to which I have alluded, that treats of the *Cavalier Modèle*, one might at first sight suppose that it meant *Modèle d'un Cavalier*, and that it was a figure dressed up for the occasion, like the statue of the Commandatore in Don Giovanni; but it appears that this *Modèle* is instinct with life, and soon begins to cut sundry capers, that put one irresistibly in mind of Shallow's hero of Mile-end Green:—"There was a little quiver fellow, and a' would manage you his piece thus: and a' would about, and about, and come you in, and come you in, and *rah, tah, tah*, would a' say; *bounce* would a' say, and away would a' go."

This exhibition before Princes was quite theatrical, and perfectly French—but however ridiculous in description, there is something to be learned from it as to the capabilities of soldiers.—Our dragoons are already well-practised in the rapidity of dressing themselves, and accoutring their horses; or, as we say, have learned to be quick in "turning out." But it is doubtful whether they would be quite so agile in leaping the *simulacre* of ditches and firing at our late enemies and present friends. The British soldiers are more powerful men, are more endued with "thews" and muscle than their rivals: but they, on the other hand, are more nimble, or as they say *plus lestes*. If any one doubts the fact, let him endeavour to catch French troops when they have seriously made up their mind to run away.

W.

Stoppage of Barrack Allowance to Married Officers out of Barracks.

MR. EDITOR,—The subject to which I propose to dedicate a few lines has already engaged the attention of many of your Correspondents—but I think it one that may safely bear a few more remarks. I allude to the heartless order from the Ordnance Department, relative to allowance of quarters, fuel and candles to married officers. I am not aware of the circumstances that first called forth this oppressive order: but it would appear that a point was laid before the Commander-in-Chief, as to the propriety of officers nominally holding quarters, who did not really occupy them. By letter to the Ordnance, dated July 28th of this year, Lord Hill condemns this practice.

Although this decision is not as harsh as the one to which we shall shortly refer, I think it very much to be lamented. An officer who takes over a quarter is responsible for the damages done to it; and it would be almost greater economy to have the said quarter well aired by any occupation, than to allow it to remain locked up—which would otherwise, in all probability, be its fate. The little exchanges and arrangements that used to take place were an inestimable advantage to married officers, and were of no detriment to the Service. The Admiralty have continued to sanction this principle with regard to officers of the Marines; and the consequence is, that in comfort, and (as far as residence confers it) respectability, their married officers have greatly the *pas* over those of the Line.

With regard to the *meaning* of occupation of quarters, we shall have a word or two to say. It would seem that the Ordnance considers occupying and sleeping synonymous terms. Meantime, what does the Ordnance

on receiving and communicating this decision? By letter, dated August 12th, 1835, "The Master-General and Board of Ordnance deem it necessary to explain, that when an individual officer may be indulged, under proper authority, with leave to provide a lodging out of barracks at his own expense, and thus vacate the room to which he would otherwise be entitled, and which should in such cases be occupied by another officer, he is not to be considered as having any claim to the usual issues of fuel and candles, which, according to the spirit and regulations of the King's warrant, were specially allotted for the use and consumption of officers actually and *bonâ fide* quartered with the men, in the barrack-room." We will pass over the absurdity of the latter part of the sentence, and ask—Is it, indeed, in the spirit of the Service that only to those in quarters friendly allowances are to be made? What is the case with regard to married soldiers? Under some restriction, each one recommended by the Commandant of the regiment, and permitted to live out of barracks, receives a penny per day towards defraying the expense of his lodgings. Is this not contradicting the principle here laid down?

The cruelty and hardship of the whole regulation is very great; and I will adduce two cases to prove my assertion. In the first,—Let us suppose a Lieutenant, of small means and large family, who finds his one room in the barracks insufficient. Ill able to afford it, he is obliged to procure a lodging. For this very reason, and *because* he is put to an extra expense, he is also to be deprived of light and warmth: clearly demonstrating that these are not intended for his individual wants; but that the latter is to air his room, and the former to give brilliancy to its white-washed walls. Again,—The health of a wife or daughter may call upon a married officer to reside some distance in the country. He walks in to his parades and duties—gets wet in doing so—finds it necessary to change his clothes—and applies for a quarter. The answer is,—“We cannot give one without you promise to sleep in it every night.” Now, let us consult our reading, and see what the usual meaning of occupation is:—

“Occupier—one who takes into his possession.”—JOHNSON.

“If the title of occupation be good in a land unpeopled, why should it be bad accounted in a country peopled over-thinly?”—RALEIGH.

“He must assert that there were infinite generations before the first deluge, and that the earth could not receive them; but the infinite bodies of men must *occupy* an infinite space.”—BENTLEY.

Now, this kind of occupation is clear enough. Let it only be acted upon. Let each officer take a quarter into possession—let him make it his bed-room, his dressing-room, or room for a friend—or let him oblige one less able to afford a lodging—and, above all, give him, especially in the winter season, a fire to warm him, and a light to read by. I sincerely trust, Mr. Editor, that no exertions of yours will be spared to consummate so desirable an end.

I will conclude this letter by mentioning two of the bad effects ensuing from the order. The first is,—“The increase of married officers in barracks, simply because they cannot afford to pay for fuel and candles out of them;” the latter,—“The increased evasion, on the part of Colonels, Barrack-masters, and Quarter-masters, to get rid of what is universally considered an arbitrary order.” I will ever maintain, that far from the former being an advantage, it is directly the reverse. It is the most fertile cause of dissension amongst officers, and of annoyance to both married and single. There is another consideration, too, that should have its weight. How much of the manners in our Colonies depend on those of the wives and daughters of our military? Is a constant residence in barracks calculated to refine the feelings or purify the mind? On the contrary, is it not eminently calculated to deaden the one and vitiate the other?

Female delicacy is a diamond that a breath will tarnish. But, alas! that breath is not a passing shadow,—let it pass over it, and the lustre is gone for ever. Let us hope that, for the sake of a very questionable economy, the Ordnance will not persist in following up this obnoxious order.

Your obedient Servant,

Chatham Barracks, Dec. 22, 1835.

C. V. J. M.

Honorary Distinctions.

MR. EDITOR,—Having been in active military employment the most of my life, and a very considerable portion of that time filling the responsible situation of Adjutant, I can vouch for the good that would be derived if some plan were hit upon for rewarding and distinguishing the meritorious faithful old soldier.

In this neighbourhood there are many fine old fellows who have returned, after long service, to the land of their birth, with nothing to show but a broken constitution and a hard-earned pension. The pension is no distinction—it is bestowed equally on the worthless as on the worthy, perhaps with some justice, for after all one man runs as many chances as the other. Although I hold this argument in favour of long service, still I maintain the good man deserves some additional reward; and why, in Heaven's name, is not the present medal for long service distributed more liberally, and with an understanding that it should be displayed by the bearer in after life, as a mark of his Sovereign's approbation?

Soldiers, one and all, are very sensitive on this point: and which feeling, believe me, extends to the officers. Being an old Peninsular man myself, I feel the more alive to the want of some distinction. For instance, look to the *Waterloo Ensign*. Wherever he goes, he carries a decoration; and whenever his name appears, it is always accompanied by a *RA*. Long may the heroes of that day continue to enjoy their well-earned medal! But what have we done, who have stood as hard knocks, and endured as many and more hardships in our country's cause, to be laid upon the shelf undecorated, unlettered, and unknown? In my old age, an Order of Merit even would be a gratifying badge to dangle at my button-hole, displaying to the world that, at least, I had lent my shoulder faithfully to the wheel for a certain number of years, and rendered myself thereby an object of my country's approbation. Besides the gratification such a distinction would afford, it would act as a powerful check on that animal occasionally seen blustering about under the assumed title of Captain this, or Colonel that; and whose conduct invariably brings ruin on the dupes who associate with them; and is injurious to the profession they insolently adopt. Every possessor of such a distinction should be registered regimentally, and any imposition render the impostor liable to very serious penalties. Depend upon it, Mr. Editor, the plan of rewarding by medal (for long, faithful, and meritorious service) the individual whilst serving, and recognizing the decoration when the round hat supplies the place of the chaco, coupled with the severest penalty for imposition, would render the decoration highly valuable and desirable, and thereby tend materially to encourage the good, and improve the moral character of the Army.

I have been quite delighted, to see so many able supporters of this measure. I may never live to see the day this desirable object is gained; still that shall not deter me from throwing my mite into the scale; and having done so, I feel that I have done a duty, not only to my fellow labourers, but to myself.

Wexford, Jan. 18, 1836.

AN OLD CHIP.

Albuera.

MR. EDITOR,—I cannot accept of the “Old Soldier’s” courteous invitation, because the whole subject of Albuera has been already so completely discussed, that it would be a waste of time. The only object of my former letter was to convince the “Old Soldier” that a string of assertions, after so much controversy, and in the face of so many well-supported facts, was not argument. I have failed in my efforts. The “Old Soldier” has again had recourse to assertion, and nothing more: witness his dictum with respect to General Alten’s having retired from the village of Albuera.

The absurdity of having abandoned the village and bridge, to assemble on the hill over which the Valverde road passes, and which hill was the key of the position with respect to a retreat, does not strike me as being so absurd as he would have us believe it to be. However, if it was an absurdity, it was Marshal Beresford’s.

After the courteous invitation of the “Old Soldier” to discuss the matter fully, which, for the reasons above mentioned, I cannot accept, to resort to counter assertions would neither be civil nor useful; and yet, as I know no other method of replying to a controversialist, who seems to rely so entirely upon assertion, my share in the further discussion of this matter must here cease.

ELIAN.

Kyan’s Remedy for Dry Rot.

MR. EDITOR,—In your Number for February my attention was attracted to an article signed “Chemicus,” under the head of “Kyan’s Remedy for the Dry Rot in Timber,” which, from the showing of Chemicus, is nothing more nor less than a solution of corrosive sublimate, or muriate of mercury, one of the most subtle poisons that ever entered into the human frame. I cannot go quite the length of Chemicus, and say, that less than one grain of the perchloride of mercury, if taken into the human stomach, would be sufficient to destroy the strongest man living; but the doses of medicine is not the question to be mooted here. The question is, can the application of a solution of the muriate of mercury to timber for the use of ship-building prove possibly injurious? mere probability is out of the question. Every one who knows what muriate of mercury is, will decide at once, that if this salt with which the timber is saturated be thrown into a state of vapour, by either heat or electric currents, and conveyed into the human frame through the lungs, I say, it will, under those circumstances, act as a virulent poison, and the unhappy wretches who are obliged to inhale this atmosphere will not be kept long in agony.

It is a well-known fact, that ships in tropical and other climates are sometimes destroyed by electric currents: now, the liability of ships to such accidents, if no other objection existed, ought to forbid the use of this remedy. If a stream of electric fluid became suddenly circulated through the timber of a ship impregnated with muriate of mercury, in all human probability the mercury would be thrown into a state of vapour, and transferred from the fibres of the wood into the bones and various tissues of the bodies of the ship’s crew. Suppose a ship thus circumstanced, becalmed on the equator for two or three weeks, subject to a high temperature and to repeated electrical influences; how pitiable would be the situation of the crew and passengers, rendered almost in an instant helpless, thousands of miles from any land or any assistance! When we take into consideration the experiments of Brande and Faraday, two celebrated English, and of Libri and Fuzenieri, two distinguished Italian chemists, on the effects of electric currents, and conjoin these with the temperature required to throw muriate of mercury into a state of vapour and decompose it, the question of danger, in my humble opinion, amounts to demonstration. We cannot, or ought not, to forget the effect produced

by taking quicksilver from Spanish prizes, on board our men-of-war; it escaped from the bags in which it was contained, into the holds of the ships, came in contact with the salt bilge-water, became muriate of mercury, the heat of the hold volatilised it, and the vapour was taken into the lungs of those who slept on the orlop deck, and they became seriously salivated; I believe some of the crew died. This untoward event caused some alarm, and I am not quite sure but the public service was, from this very circumstance, at a critical period of the war, deprived of the use of a portion of our maritime disposable force.

Again, another novel mode of preserving timber from the *dry rot* was had recourse to some short time ago, and of course the practice was introduced into the Navy, *where experiments can be tried on a large scale*; namely, injecting *coal tar* between the timbers of our men-of-war destined for the East and West Indies, and the coast of Africa: this was a notable experiment.

When the ships got into a hot climate, carburetted hydrogen gas, a gas which affects the nervous system most powerfully, became evolved, the crews became sickly of course, but the circumstance was hushed up, and thus ships that are described in our modern marine romances as places of paradise are made places of purgatory. Now, I do not mean to say that either Whigs, Tories, or Radicals would wantonly peril the lives of His Majesty's liege subjects; but I do mean to say that the lives of sailors ought not to be thoughtlessly exposed to unnecessary risks; they have quite enough to contend against in the shape of fickle seasons, and foreign and unhealthy climates.

A few observations on the *dry rot* in timber, and I will trespass no farther on your valuable space. It is very curious that the *dry rot* in timber arises spontaneously, whether it is exposed to the atmosphere or not; it appears to progress more rapidly in timber not exposed to air. It also appears that this *dry rot* is a contagious disease, for if sound timber be brought in contact with diseased timber it becomes rapidly decayed, unless protected by some preparation. The cause of this disease may arise from the timber being deprived of its natural juices, which are acid and acrid. It is well known that the sap descends from the trees in the autumn to the roots, and does not begin to rise or circulate till the spring; ought not the spring or autumn then to be the proper time for cutting down the timber for ship building? In America, the winter is the most leisure time of the year for clearing the land; it is only in the winter that you hear the axe going in the woods; at this period the timber is not saturated with its natural juices. In searching after a remedy for curing the *dry rot* in timber, we ought to endeavour to imitate nature, instead of saturating the fibres of the timber with a solution of the muriate of mercury, which is very expensive and most undoubtedly dangerous.

July, 1836.

C. Q.

A Defence of Kyan's Patent Solution for the Prevention of Dry-Rot.

MR. EDITOR,—In the last Number of your excellent work there appeared a letter signed "Chemicus," attacking, in unqualified terms, Mr. Kyan's process for the extermination of *dry-rot*, which is now in course of universal adoption, on the score of its unhealthiness, and the danger to which the crews of ships built of the prepared timber would be subjected, from the circumstance of the prevention of the rot being effected by a previous submersion of the materials in a solution of corrosive sublimate.

Chemicus, in order to excite the dread and terror of his readers for the fate of the unhappy victims who are to be thus sacrificed, says,—

Mr. Kyan prepares his timber, &c., by soaking it a certain time in a saturated solution of the perchloride of mercury, or corrosive sublimate. Now this is at once the most violent and active of the mineral poisons; less than a grain, less than you

could take up on the point of your pen, would be sufficient to destroy the strongest man living. The timber is soaked in this horrible poison, and comes out covered with minute particles of it, and it is then, in that state, proposed to be used in building ships. The sublimate is very soluble, and would readily unite with the big-water; and, should it get to the provisions, would shake havoc among all who eat of them, for it has neither taste nor smell, and the first intimation of its presence would be the most excruciating pain in the stomach and intestines, followed by the rapid dissolution of a man who had imbibed the smallest quantity. It is also proposed to saturate the sails and cordage with this dreadful stuff. In this case the sailors would not only have their hands covered with rank poison, but the drip from the sails would pour a poisonous shower on the decks every time it happened to rain, and every ship would be a species of Upas tree. Many persons would not live very comfortable in a house, if the floor was known to contain poison, but let them imagine themselves in a ship where "above, around, and underneath," every particle of timber that they saw was completely saturated with it, and that it would readily unite with water, and could be taken into the stomach in a thousand different forms!

Chemicus then proceeds to say—

The patentees say that every load of timber will take up a pound or more of sublimate. Now a frigate contains about 2000 loads of timber, and as there are 5760 grains in a pound, it follows that every frigate would contain enough poison to kill *et ven millions of men*. I think no pecuniary saving would justify such a risk. I hope the affair will be strictly inquired into before anything is allowed to be done with it, and that Government will not suffer any risks to be incurred when the lives of thousands are at stake.

This appears dreadful, and sounds extremely like the denunciations sometime since published in the *Times*, by a gentleman of the name of MURRAY, a chemist and lecturer. Mr Murray's doubts and fears were answered, upon that occasion, most satisfactorily, and the experience of nineteen months, which have elapsed since the appearance of his letters, renders me competent to add numerous facts and testimonials completely decisive as to the groundlessness of the apprehension which the two—if they be two—disinterested philanthropists have so loudly and laudably expressed.

I am enabled to set about this refutation, which I have undertaken, because I am convinced that if the process be proved innocuous, the discovery is one of the greatest importance to the empire ever made—a fact which Mr Murray admits, and which the other Simon Pure does not venture to deny, although he doubts its entire success, for what appears to me to be the worst possible reason—because he does not understand it, and the mode in which I propose to reply to him is one which I have ever found most efficacious in anything like a controversial correspondence—I propose to state facts in reply to his doubts, and in answer to his fears, adduce the opinions of our more eminent chemists, who, as they do happen to understand the subject, more highly appreciate its merits, and distinctly negative its supposed disadvantages.

Mr Faraday has lectured upon the subject at the Royal Institution, and in his lecture has most clearly expressed his entire disbelief in its prejudicial consequences. When examined before the Committee appointed by the Lords of the Admiralty last June, Mr Faraday says, "As to the point of health, I examined the builder of the *Samuel Enderby* on the subject, before Lord Auckland and the Board of Admiralty, and refer to my examination on that occasion as *strengthening my opinion that the process is not prejudicial to health*."

I now come to the opinion of Dr. Birkbeck upon this subject, expressed by him in a lecture delivered on the 9th of December, 1834, at the Society of Arts, in which he says—

He would now advert to a most important fact relative to the effect of Mr Kyan's process in the preparation of ship timber. Recently some very ingenious gentlemen have chosen to believe that in the application of timber thus prepared for ships

the crews might be affected injuriously by the exhalation or evaporation of the corrosive sublimate, forgetting, or not knowing, that the corrosive sublimate is decomposed, and that it will not sublime at any such temperature as ever takes place in the hold of a ship. But facts and experiments, as far as they have been made in the building of ships, and also in their being inhabited by seamen, tend to the proof that ships constructed of prepared timber will be more healthy than in those built of ordinary timber. One fact in science, all will allow, will convey more conviction than a multitude of suppositions, however strong and apparently derived from just principles. But he (Dr. Birkbeck) requested attention, previous to the mention of that fact which he regarded as most important and conclusive, while he stated that it was in accordance with every true principle, as well as correct in theoretical deduction, that ships should be more healthy when built of the prepared timber; for timber, when decomposing or decomposed, must affect the surrounding atmosphere,—more especially the confined air in the hold of a ship,—and, consequently, such vitiated air must tend to promote the decomposition in the wood; and thus, by action and reaction, both vessel and crew suffer from atmospheric deterioration. On the other hand, timber saturated with a solution of corrosive sublimate would be antiputrescent, and neither be the cause of any vitiated state of the internal atmosphere of the ship, nor be affected by it.

The French Government, who are ever alive to every improvement, and are anxious to remedy the defects in their vessels, have, in the statistical accounts of the French Navy, most clearly proved that the mortality of the crews is far greater on board new built than in old vessels, and thus they attribute solely to the active and profuse exhalation arising from the fresh timber while generating dry-rot, and subsequently decomposing; and the sickness of the crew is further increased by the exhalation of the sulphuretted hydrogen from the bilge-water, which of course permeating, as it does, in small portions through every seam and interstice of the decomposed and decaying timbers, becomes, when collected in the hold, quite putrescent, and the incessant source of noxious vapours.

Now he (Dr. Birkbeck) would state the fact, which appeared to him to silence at once all casuistical objections to the application of Mr. Kyan's process to the British Navy, as well as to every other class of vessels.

In August, 1834, there was a ship, the *Samuel Enderby*, built at Cowes, of 420 tons, in which every timber, sail and rope, was prepared according to Mr. Kyan's process. During the building of this vessel, in the yard of Mr. White, the shipwrights were unusually healthy, most unequivocally proving that no volatilization does take place from the timber; for if such were the case, it would occur immediately after immersion in the solution, and those persons engaged in building the vessel would perceive or be affected by it. Therefore it is very satisfactory and conclusive, if no volatilization takes place in building the vessel, and shipwrights experience the reverse of any ill effects from working among prepared timbers, that the crews of such vessels may navigate them with additional confidence, both with regard to health as well as safety.

The *Samuel Enderby* came up Channel to London to be fitted for the South Sea Fishery, and just before she sailed, after three months of that very hot weather which all must remember, her hold was examined, and the *bilge-water*, to the surprise of every nautical person, was found to be perfectly sweet, both as to taste and smell. He (Dr. Birkbeck) understood that this fact had, among naval men, excited the greatest surprise, and was considered alone as carrying conviction to every mind of the *salubrity* as well as other advantages of the process.

No further comment did he deem necessary, as he thought what had been shown, both by reasoning and facts, that evening, was sufficient to prove most incontestably that at length an effectual antidote was discovered and established for the prevention of that *bum* in timber, which had cost the nation such vast sums, and which was dreaded in every domestic building.

I have here adduced the opinions of two men of first-rate abilities; I now beg to subjoin two letters, one from Mr. Enderby, to whose evidence Professor Faraday refers, and the other from Mr. White, the eminent ship-builder of Cowes, from whose yard the ship *Samuel Enderby* was launched:—

Cowes, February 16, 1836.

SIR,—Having fitted several vessels with Messrs. Charles H. and G. Enderby's canvass prepared with Kyan's solution, I feel much pleasure in stating to you that

I have not heard any complaint as to its affecting the crews in the least degree; upon this point I have made particular inquiries of the master of my own vessel, supplied with Messrs Enderby's canvass, from which I am quite satisfied that no injury has resulted or can ever result from the solution.

I am, Sir, your obedient servant,

THOS. WHITE.

This I perceive to be of itself highly satisfactory, as relates to the prejudicial effects to be dreaded from the use of the prepared cordage and canvass. I think you will admit that which follows from Mr Enderby himself to be conclusive.

Great St Helen's 15th Feb, 1836.

SIR—In reply to your inquiries respecting the process of Enderby's patent under which I supply all the canvass manufactured by our house is reproduced, I beg to state to you the following particulars.

1st As regards the persons employed in the process and who are continually both immersing their hands in the solution and subjecting themselves to handling the canvass I have to remark that there has not been one instance of complaint or illness, but on the contrary, the men and boys are unusually healthy.

2nd With respect to the ships of which we have supplied many, that have had prepared sails, all the owners and captains speak in the highest terms of the sails, and I know not of the least failure of the process in protecting completely the sails from mildew and decay: nor have I heard the slightest complaint, such as you allude to, of indisposition or inconvenience arising to the crews.

3rd As to any information from the Sun of Enderby of which we are owners, I have to inform you that I received a letter about three weeks since from the master of the ship (the whole of the timber sails, and standing rigging of which were wholly prepared) of the ship *Crush* on the 13th long 140 J one of the Fanning Isles on the 2nd April 1835 in which he testified himself and crew to be perfectly healthy and that there has not been one on the ship since they left England. He had been whaling on the coast of New Guinea in a tropical climate and had crossed the Line four times, and speaks of his ship in every respect, in the highest terms.

I am, Sir, your obedient servant

(Signed)

CHARLES ENDERBY.

You will perceive, Sir, that in my communication to you I have submitted nothing of my own, no theoretical doubts no speculative fears. I have merely adduced facts and authentic statements, but before I conclude by quoting the opinion of the Committee appointed by Government to inquire into the matter, I may perhaps as well observe as far as the calculations of your correspondent 'Chemicus' go with regard to the quantity of deadly poison which would be contained in every fathom built of the prepared material, that the whole quantity of corrosive sublimate absorbed by a cubic foot of timber amounts to 140 grains of which quantity *the fraction of one single grain is the whole amount spread over the superficies of any one side of the cube.*

In conclusion I have merely to submit the opinion of the Committee of Inquiry appointed by Government consisting of Captain Hayes, Professor Dunal, Dr Birbeck, Mr Copeland Hutchinson, and Mr Rotch, a Committee combining as much knowledge and experience, naval, scientific, and medical as might be desired. The Committee say,—

With regard to its effects on the health of a ship's crew, the Commissioners observe that the *Samuel Enderby* which was completely built with prepared timber last year sailed last October for the South Seas and in three accounts received from physicians on board (none others have come to hand, one of which was dated lat 30° S long 21° 30' W, the crew were mentioned as being 'all well'.

Another ship the *John Palmer* was extensively repaired in the autumn of 1833, with new timbers and new topsides from the light water mark: the interior was also new from the lower deck upwards: and the whole of the timbers used for these works, as also the planks for the men's fitted sleeping berths, were prepared on Mr Enderby's plan. Two accounts received from the master since she sailed, one dated

on the Line, and the other from the Straits of Timor, state that the crew were all well.

With respect to the effects upon provisions, &c., placed in contact with the wood prepared by the process, the Commissioners have been able to procure no evidence; but they are inclined to believe that it would be desirable to avoid any risk by placing provisions in direct contact with wood so prepared.

Ropes and sails, if prepared on this process, being much handled by seamen, the Commissioners would suggest the propriety of the raw material of both being first submitted to the mercurial solution, and then well washed, prior to being manufactured.

The latter recommendation of precautionary measures for the future are extremely right and judicious. All I wish to show from facts and documents is, that as far as the practical results have been ascertained, none of the dangers so feelingly anticipated by your Correspondent from St. Bartholomew's appear likely to be realized; but that the incalculable advantages which the universal adoption of the system cannot fail to produce will be obtained by the country, without any of the drawbacks which either ignorance or ill-will may have conjured up against it.

I remain, Sir, your obedient servant,

A PRACTICAL MAN.

London, February 18, 1836.

The Judge-Advocate's Department.

MR. EDITOR.—In your Journal for this month, among some remarks respecting a Court-martial lately held at Glasgow on Captain Clerke of the 77th regiment, and which Court most honourably acquitted the accused, you have observed the extreme hardship inflicted on an innocent man, by a six months' arrest, occasioned by the dilatoriness of the Judge-Advocate General's office, in not sooner returning the proceedings of the Court when approved. How far Mr. Cutlar Fergusson, as head of that office, may be to blame for the delay I am unable to say; indeed I imagine that the delay takes place partly in his office, partly in the Adjutant-General's, and partly in the Commander-in-Chief's, and probably elsewhere, if the proceedings of a Court-martial have to pass through any other hands. At all events it has been much the same with all the Judge-Advocates General that I remember.

Now there can be no doubt that this is a most glaring evil, and one which ought immediately to be inquired into, particularly as many persons might be inclined to suppose that it may, in some degree, be occasioned by the difficulty of getting his Majesty's approval to the proceedings of General Courts-martial. That no blame can be attached to his Majesty is sufficiently attested by his known readiness to give up his whole time, if requisite, to business; and by the fact that, during seven months of the year, the King comes up to London every Wednesday to hold levees and transact business. Besides which, very nearly as much delay takes place in the approval of District Courts-martial, which do not require his Majesty's sanction.

There is another circumstance connected with this to which I would draw your attention, and which converts this dilatoriness into a most arbitrary power of inflicting punishment. By the Mutiny Act of 1835, it is enacted, "That any soldier, tried by a General or other Court-martial, shall, if found guilty, forfeit his pay, with the exception of 6d. a-day, from the period of his being first placed in confinement to the day his Court-martial is published, and for as many subsequent days as the Court shall award (should the punishment awarded be imprisonment)." Now soldiers tried by District Courts-martial for offences of not a very heinous nature are sentenced frequently to four, five, or six weeks' imprisonment, proportionably to the offence, and consequently to the forfeiture of their pay during that period.

The Court deeming such punishment sufficient, it is rather too bad that the prisoner should suffer the loss of pay for five or six weeks more, or longer, at the option, and generally through the neglect of those whose duty it is to examine and return the proceedings of the Court with all practicable speed. Surely, in simple cases, one week would be ample time for the examination and approval of a District Court-martial. In graver cases, when even a man's life may be in suspense, whether proved innocent or guilty, it is equally the same; the same dilatoriness pervades these departments. With which of them the blame lies I leave to others to discover; but the sooner the fault is amended the better.

I am, Sir, your obedient servant,

London, Feb. 1, 1836.

C. C. C.

The Abuses of Marine Insurance.

MR. EDITOR,—At a time when the public attention and national energies are directed to the development of every interest, and the removal of every abuse—when associations are formed on all sides for the protection of the different professions, and the advancement of science in general—is it not to be deeply regretted, that in a country so emphatically commercial as Great Britain, nautical science alone should be neglected and every appeal in favour of the maritime population treated with indifference or contempt?

Is this extraordinary apathy, Sir, to the most important national interest to be attributed to any indifference upon the part of the public to the welfare of those men, upon whose exertions the prosperity of this great nation mainly depends—or to the interests of that profession to which England must ever look in times of difficulty and danger? Most certainly it is not. This country has ever regarded her seamen with partiality, and viewed with admiration that profession, which is at once the source of her wealth and the right hand of her power; for the interests and importance of the naval and mercantile marine are inseparable—they must flourish and fail together. To what, then, is the neglect of these interests to be attributed? It is to be looked for in the proverbial want of union and system among seamen themselves—which is by no means confined to the lower classes, but prevails to an incredible extent in the superior ranks of both services—causing them not unaptly to be compared to a “rope of sand.” By this improvidence, joined to the base desertion of those whose duty it is to watch over the naval interests of the country, the public are suffered to remain in ignorance of a system by which the lives of the seamen and the interests of the community are sacrificed. Hearing no complaint, it is naturally inferred no ground of dissatisfaction exists—and that those classes whose interests are apparently involved will be careful to promote the comfort of the men, and safety of the vessels.

But how different is the fact—and how will the astounding disclosure be received by a community so impatient of every injury, and indignant of every wrong—when it shall be proved that the lives of their fellow-citizens are sacrificed to an inhuman and lawless cupidity, in order to maintain a system which has “made a wife a widow, and many a child an orphan?”

I am led, Mr. Editor, thus to trespass on your pages, in consequence of the numerous appeals which have latterly been made to the public (and I am sorry to say as yet in vain) on the abuses of marine insurance, and the effect which this abuse has in preventing the construction of seaworthy and efficient merchant ships. These evils are so clearly and forcibly pointed out in a letter which I received some time since, that I trust you will excuse the insertion of a few passages from it.

“Being forcibly struck,” says the writer, “with the almost total neglect of safety in the construction of our merchant ships, in the spring of 1831

I made models of what I conceived would be an important improvement, and offered to submit them unconditionally, and free of all expense, to the committee of 'Lloyd's,' the two Societies then in existence for the classification of merchant ships, and the General Ship owners' Society of London—and they all declined even to look at them. Per favour I got them submitted to the East India Company, and they underwent the scrutiny of their surveyors—notwithstanding the Company declined to report an opinion on them. I submitted them to a Committee of the House of Commons appointed to inquire into the cause of the loss of the *Rothsay Castle* steamer before which Committee I was examined, and they reported favourably of the plans. I also submitted them officially, by order of the Admiralty to Sir Robert Seppings and obtained a certificate from him.

My object being solely to impress upon the public attention the advantages of an improved construction of merchant vessels,—in April, 1852 I published a book under the title of *The Mercantile Navy Improved* and sent copies of it to all the public Bodies. The book has been reviewed and favourably spoken of by upwards of twenty reviews, magazines, and newspapers of all sides in politics. I have received three honorary medals for the plan and model submitted, but still it remains a dead letter—and unless the public can be excited to take the subject up I feel the improvement of the construction of the mercantile navy will never be accomplished. And in this respect the interests of the ship owners, ship builders, ship builders' underwriters, and passengers of the Revenue are firmly united against it. No less than millions from numerous and respectable bodies of men were subscribed in support of Pulman's plan for inquiry into the losses of the mercantile insurance, strongly pointing out the evils and showing how they could be remedied, and they all received the reply, 'It is firmly believed as I do in my own existence, that the greater number of merchant vessels sunk in this country are built with as direct a design that they shall be readily and speedily lost as an undertaker makes a coffin for the purpose of its being put in the ground—and notwithstanding the viciousness of this conduct the evil never will be remedied until the Government is forced by public opinion to take the subject up. The revenue brought in by the Exchequer by the wrecks of merchant vessels building theirs to replace them—sums on policies of insurance &c &c—predictive as the practice is of the murder (for that is the proper word), and I see no reason why it should not be useful) of the funds of British subjects at home, and is not the best interests of the State is no less than half a million a year. When the Government is applied to the answer has invariably been—'We cannot interfere in matters of trade.'

I thought, Mr. Editor, the traffic in human flesh had already been prohibited by a solemn Act of the Legislature, sanctioned by the voice of the community—who have cheerfully submitted to a serious addition of their financial burdens, in order to vindicate so sacred a principle. Will Englishmen evince, then, no sympathy to their own countrymen and allow a system of plunder to be cemented with their blood, to enable the underwriter to maintain his enormous rate of insurance—the ship owner to preserve his extravagant freight—the builder to accumulate his ill gotten wealth—and the Exchequer to increase its revenue? I am persuaded, Sir, they will neither sanction nor endure it, but demand, in language neither to be misunderstood nor resisted, the redress of a conspiracy, at once injurious to the national interest, and a disgrace to a Christian land. For my part, I never see one of those splendid mansions which have been erected by such ill gotten gains but I am forcibly reminded with how much propriety the groups of statues, which adorn its grounds and grottoes, might be replaced by the effigies of the murdered seaman, and his starving and desolate family!

In addition to the means already suggested for the remedy of this enormous abuse, I beg leave to propose, Mr. Editor, the institution of a Society of NAUTICAL Engineers, to be composed of such scientific individuals as are either immediately or remotely connected with maritime interests, comprehending merchants, ship-owners, officers of the Royal Navy, intelligent commanders of merchant ships, naval architects, engineers, &c., &c., to be formed upon the model of the Society of Civil Engineers. Such an association would—from its talent, wealth, and respectability—possess so much influence, that its representations could neither be evaded nor resisted; and would demand at once the attention of the Government, and the confidence of the public; and tend by its labours to perfect the several branches of nautical science and maritime economy, which are now unhappily but too much neglected.

Trusting, Mr. Editor, from the importance of the subject, you will be so good as to give a place to these remarks,

I remain your very humble Servant,

London, Feb. 14, 1836.

R. W.

CORRESPONDENCE FROM THE PRINCIPAL PORTS AND STATIONS.

Portsmouth, February 21, 1836.

MR. EDITOR,—A day or two after I last wrote to you, the Romney, troop-ship, came up from the Cape of Good Hope and Ascension, and about a week afterwards the Numa, transport; the former had Captain Paine, and First Lieutenant Johns, R.M., from Ascension, and Dr. Armstrong, of the late hospital establishment at Simon's Bay, and invalid soldiers from the 72nd and 75th regiments at the Cape; and the latter, a few invalid seamen from the cruizers on the station, and a quantity of refuse stores. It was intended that part of the 98th regiment should have been embarked in the Romney, but Major-General Sir B. D'Urban did not consider it expedient to reduce the military force of the station, notwithstanding the apparent termination of hostilities between the Settlers and the Caffres, for the pacific actions of these people are not long to be trusted. The Romney had a very good passage to England, and it was well she had, as she proved very leaky, and has since been taken into dock, to have her defects inspected—a part of her outwater has been chafed away by the rubbing of the chain-cable, and her other defects are so important, and being much more than first imagined, it is intended that she shall be paid off, for which purpose the crew are returning her stores, and stripping the masts; it is expected the Salisbury will be substituted for a troop-ship, and of course the commander, officers, and men transferred. It has often excited surprise, that a Government steamer is not constantly kept at this the principal naval port, for any sudden emergency. In the present instance, the Tartarus, Post-office steam-packet, on her way to Falmouth, happened to put into Spithead, and her services were instantly placed in requisition, to tow the Romney in harbour, and after performing that service, take the Bristol, freight ship, to Spithead. When the Pique arrived in distress, a few months ago, the authorities of the port, not having a king's steamer at hand, were driven in a corner, and compelled to hire the Brunswick, Plymouth passage-vessel, to take her into the harbour. Now by having a proper vessel attached to the Dock-yard, that expense might have been saved; it is not always that one so powerful as the Brunswick is to be grasped at when required, and it is a question if the two Ryde vessels could have got her in. But to return from this digression; the Numa left Ascension on the 19th December, she had been dispatched from England to Rio de Janeiro with provisions, and called at Ascension on her passage home, to take on board in-

valids and condemned stores. The island has suffered severely from the heavy rollers which have visited it recently, more terrific and destructive than ever remembered;—the pier and turtle-ponds which that indefatigable officer, Captain Bate, R.M., had caused to be made, were seriously injured in consequence, and would require all the skill and strength of the reduced garrison, to replace matters as they were before the visitation. Although the island is now especially used as a place of refreshment, if the term may be so applied, for his Majesty's cruisers on the African station, and to any merchant vessels that call, still the force is in process of further reduction, and should it be requisite to resort to a court-martial on any of the marines, by Captain Payne and Lieutenant Johns having quitted, (and we do not hear that two other officers have yet been ordered to replace them,) that method cannot be resorted to; however, the Commandant is fortunate in possessing a very well disposed garrison, and few offences have ever been committed. They have an agricultural establishment, with sheds complete; and the stock and vegetation thrive amazingly: this has lately been under the superintendence of Captain Payne—in fact, from the close attention of the residents, and the fertility of the soil, the Island of Ascension has now become a most beneficial port, and well worth the notice of Government, to be continued with a fostering hand. There is scarcely a week elapses, without one or two of the African squadron calling for water, turtle, and vegetables. The garrison has also contributed greatly to the relief of several merchant vessels: there is a block-house in hand, and a tank magazine nearly completed. The Romney had conveyed 100 Cape sheep, and landed them in safety, —there was pasturage, however, for 2000.

The disposition of the squadron under the command of Rear-Admiral Campbell was as follows:—Lynx and Rolla, refitting at Ascension. The Thalia with the flag had gone on the 13th December to the Gambia, to endeavour to settle the gum question with the natives and the British and French merchants trading thither; but from the known duplicity of the former, it is expected to be a doubtful point to arrange, the Chiefs being civil enough when a man-of-war is at hand, but quite the contrary when she departs. The Forester and Britonhart were refitting. The Tinculo was under orders for England, and she may consequently be expected daily. The Curlew was cruising off Sierra Leone. Most of the king's vessels had been successful in the capture of schooners and brigs with slaves on board; but by the recent Order in Council, which Lieutenant Bosanquet took out in the Leveret, it would appear that at length the Spanish Government had consented to more rigorous measures, for the commanders of cruisers are authorized to detain vessels with the *fittings* for the reception of slaves. Lieutenant Bosanquet, in pursuance of the Order in Council, captured two valuable schooners, having shackles, and other arrangements made for stowing the unfortunate creatures away, and carried them to Sierra Leone; one vessel had a considerable sum of money on board. Measures of that description will soon decrease the trade.

It happens generally that the Mediterranean letters arrive here about the end of the month, which is inconvenient, so far as your publication is concerned, for the information I collect from that part of the world cannot, in consequence, be very new, it is however authentic. The Pluto brought letters up to the 6th of January. Vice-Admiral Sir J. Rowley, with the Caledonia, Canopus, Thunderer, Revenge, Edinburgh, Barham, Vernon, Tribune, Orestes, Columbine, Mastiff, and one or two transports and yachts were at Malta. The Beacon is on her way to England, having completed her surveying service; her tender, the Mastiff, arrived at the Motherbank on the 2nd instant. She touched at Tangiers on her way home, and brought dispatches from the British Consul; having had a week's quarantine at the Motherbank, she went into harbour on the 10th,

to be paid off, but it is imagined there was a mistake in her orders, for a day or two after she was suddenly packed away to Chatham.

The *Satellite*, 18, Commander Smart, arrived at Spithead on the 9th instant, from South America, bringing a small freight of about 300,000 dollars, on merchants' account. She had a very quick passage from her last port, Pernambuco, of only thirty-three days, having quitted it on the 7th January. The *Satellite* left Rear-Admiral Sir G. E. Hamond at Rio on the 6th December, with his flag in the *Dublin*—all the other ships under his orders were cruising. Commodore Mason, in the *Blonde*, was at Callao (Lieutenant Lydiard had re-joined her). The *North Star* was on the Coast of Mexico; the *Sparrowhawk* and *Basilisk*, at the intermediate ports; the *Actæon*, at Bahia; *Talbot*, in the River Plate; *Rapid*, at the Falkland Islands; and *Rover*, round the Horn. The *Satellite* went to Bahia and other places, to collect specie, but from the almost certain days fixed for the sailing of the Post-office packets, the merchants generally prefer those modes of conveyance for their treasure, hence the men-of-war obtain but comparatively small freights. The *Satellite*, on her passage from Rio to Bahia, captured the *Orion* brig, with 245 slaves on board, under Donna Maria's colours, and having put Lieutenant Anson, R.N., as prize-master, and a party of seamen on board, Commander Smart dispatched her to Rio for condemnation. Some marines and a few seamen, late of the *Challenger*, were passengers in the *Satellite*. She has been paid off at Plymouth.

Lieutenant Rodgers, R.N., a most ingenious and deserving officer, has obtained a patent for an improvement in the construction of an anchor, particularly in the palm, and it has obtained considerable celebrity among the masters of vessels employed on the North Coast of England. In consequence of his application to the Board of Admiralty, several trials have been made, during this month, of its strength and utility, against the anchors used in his Majesty's Navy, commonly called Perrin's anchors. The Admiral-Superintendent was directed to cause one of each, of equal weight, to be laid down at Spithead, and hove on, a considerable number of seamen and marines being furnished from the different men-of-war; two lighters were lashed together, and the capstans manned, but Lieutenant Rodgers' anchor was, on all but one or two occasions, brought home, as it is technically called, without any apparent great exertion of those heaving the purchase. The trials have taken place in presence of Rear-Admiral Sir Frederick L. Maitland, and under the direction of three most able and experienced masters in his Majesty's Navy; viz., the Assistant-Master-Attendant of the dock-yard, and the Masters of the *Royal George* yacht and *Britannia* flag-ship. The final trial was about a fortnight ago, on the east mud in Portsmouth Harbour. On the previous Saturday the anchors were dropped on the Spit, and then Lieut. Rodgers' anchor was brought home twenty-seven fathoms. The lighters were taken into the Harbour, and the last trial made on the Monday, and his anchor was drawn thirty-four fathoms. The official report of the officers will, from the facts, of course decide against these anchors being introduced into the Navy to supersede those of Mr. Perrin; but from the high commendation of those who use them in the North country trade, possibly some may be got for cutters and sloops. Lieutenant R. has sold a great number, and it is gratifying to hear that his sale is increasing: he allows a trial of six months. One great objection to their being adopted in the Navy is the great range of cable that must be out when they are down.

This place has been in a bustle, in consequence of the authentic report of an increase of the naval force of the country, and also from the expectation of a breeze between France and America, which, without a doubt, would affect us. One of the packets which trade between this town and New York, arrived on the 8th inst. in nineteen days, with the President's second message to Congress. There is certainly more work doing at the dock-yard (the men work part of Saturday, and some labourers

have been entered). The *Malville* has been accelerated, and Vice-Admiral Sir Peter Halkett ordered to hoist his flag in her, which was done last Saturday week, in the Basin, and there is every probability of his sailing for the West Indies to relieve Vice-Admiral Sir George Cockburn, in the first week of next month! she will have been in commission five weeks on Wednesday next. Four line-of-battle ships are in preparation for commission, viz., the *Bellerophon*, a new 80 gun demonstration ship; the *Vanguard*, constructed by the Surveyor of the Navy, and the *Benbow* and *Pembroke*. The first will be taken into dock to have her copper cleaned, her masts and rigging are fitted; the two latter are already in dock, and the *Vanguard* is in the Basin with a party of shipwrights at work on her: there has already been some interior alterations, and iron work added to strengthen her. The *Pique* is lying in the Basin: she was masted on Friday by the new sheers. The *Madagascar* is also quite ready for commission: but among all the ships named for employment, we do not hear of the *Vindictive*; there appears a studied neglect of this splendid ship, and it is almost desirable that some Member of the House of Commons should inquire why she is not brought forward, as well as the *Pique*, *Vernon*, &c. Among the variety of officers named to command these ships, it is pretty generally understood that Captain the Hon. Sir A. Maitland, or the Hon. Captain Bouverie, will have the *Vanguard*. Captain the Hon. H. J. Rous his old ship, the *Pique*; and Captain Bruce, the *Madagascar*, (unless the *Stag* should be preferable,) to relieve Commodore Pell, at Barbadoes; but although I give you these reports, you know very well the putability of appointments of this description, and that the whole may prove to be prophecy, or only spread abroad by the friends of those officers. When the pendants are hoisted, or the commissions sent down, there can be no mistake. It is certain that Admiral Sir P. Durham will have the command at this port, and hoist his flag in April next. A squadron of ten sail of the line is expected to be got ready to cruise during the summer, and three officers are named as having applied for the command, i. e., Admiral the Hon. Sir R. Stopford, and Vice-Admirals Sir P. Malcolm and the Hon. E. Fleeming.

The *Scout* arrived from Sheerness, about a fortnight ago, to await orders; on her passage from the Downs, her larboard anchor got loose, in consequence of a link of the shank painter breaking, and it struck with such violence before it could be secured, as to severely injure the timbers under the bow port, causing a leak, and as it has since appeared, grinding the wood nearly through; it became absolutely requisite that she should be taken into dock, which was done last Thursday, in place of the *Romney*. Her repairs were completed yesterday morning, and at two o'clock she was floated out of dock, and immediately went to Spithead, and this afternoon she has sailed for the Cape of Good Hope.

The *Vestal* and *Racer* were named last month, as having arrived to refit; they called in here on their return to their stations. Pray how would it answer in a war, if every fancy ship constructed by the Surveyor of the Navy, meeting with an accident, were ordered to England, to be repaired under that civilian's personal inspection? It has been frequently asked, why the *Vestal* and *Racer* could not have been hove down at Halifax or Jamaica, and the defects made good there, or what is the use of those dock-yards?

Below, you have the names of fifteen midshipmen, who passed for Lieutenant at this month's mathematical examination. There appears no difficulty now about acquiring a knowledge of the sextant, quadrant, &c., for only two were rejected at this trial. The moment the Admiralty determined that the practical use of the mathematical instruments should form part of the examination, the candidates, having no alternative, very properly make it a point to get thoroughly acquainted with their use. Messrs. Peter Cracroft, Charles Sp. Norman, the Hon. J. W. S. Spencer, late of the *Stag*; Aug. F. J. Bowen, late of the *Briton*; Thomas G.

Drake, Volage; R. M. Floud, J. W. Dorville, Canopus; H. E. S. Winthrop, Melville; J. H. Derryman, Constance; Frederick H. Vysé, late of the Challenger; Robert J. St. Aubyn, Excellent; Peter A. Scott, Thunderer; Thomas Moyes Taplen, Pickle; Belfield Woolcombe, Thunder; and Audehhamid Effendi, an Egyptian, Castor. P.

Sheerness, February 20, 1836.

MR. EDITOR,—Various have been the reports at this Port, as to the ships that are likely to be fitted out, in consequence of the increase of the Navy; it is however certain that the Hercules, 74, and Asia, 84 guns, will be the two first. We have at present as demonstration ships of the line, Camperdown, 104, the Powerful and Asia, 84 guns each, and the Hercules, 74; frigates, Alfred, 54, and Seringapatam, 48, in a perfect state of readiness as to their fittings when required for sea. The Camperdown, Powerful, and Hercules are rigged; the Asia ordered to be rigged; and the Alfred and Seringapatam have their holds stowed and spars ready. The Blenheim, 74, at this Port, and Hawke, at Chatham, are to be fitted immediately as demonstration ships.

From the length of time that the lower masts have been in many of the ships in this Ordinary, orders have been received for all to be taken out for examination and repair, as the duties of the yard will permit, and then to be kept dry in the mast-houses, while the spars, as they are taken out, are to be sent to the stores at Chatham; and that in future all the lower masts are to be put into the ships dry, and not launched, as heretofore has been the practice. Other alterations and improvements are spoken of in this Dock-Yard. A small foundry has been established. It is expected that other machinery will be erected, and it is certain there is no Port where it can be so easily and beneficially employed, from the present state of erections already in the Yard.

Our worthy Port Admiral, the Hon. C. E. Fleming, appears constantly and strenuously engaged, not only for the general improvement of the arsenal, but for the interest and improvement of the place, and if many of his views were adopted, especially those connected with the communication of the place, we should not only have increased facilities in fitting out ships, but this as a marine Port would be greatly benefited.

On the 20th ult. His Majesty's packet, Alert, Lieut. Norrington, came down from Chatham to the little Nore, where she underwent some alterations of her wheel and tiller. On the same day the Pandora packet, Lieut. Croke, was taken into dock to make good her defects, occasioned by shrinkage, having been built in a great hurry at Woolwich, in the year 1833.

On the 24th ult. the Messenger, steam transport, left for Woolwich, having been employed at this Port removing ships.

His Majesty's ship Vestal, 26 guns, Captain Jones, having made good her defects occasioned by getting on shore when on the West India station, was taken out of the basin, and the Scout, 18, Captain Craigie, taken in on the 24th ult. to restore her hold, by altering the tanks, for the purpose of stowing more water.

On the 27th ult. the Messenger, steam transport, arrived from Woolwich with His Majesty's packet, Express, and went immediately to Salt Pan reach for the Black Prince, 74, which ship was brought and moored off the Dock Yard the same evening; and on the next day, the 28th, His Majesty's ship Vestal, 26, Captain Jones, and the Alert packet, Lieut. Norrington, sailed for Portsmouth. The former ship intended to resume her station in the West Indies, and the latter for the packet station at Falmouth.

His Majesty's packet, Pandora, was paid off by Lieut. Croke on the 30th, who, on the 31st, commissioned the Express packet, brought from Woolwich for that purpose. The Express has undergone several altera-

tions, under the direction of her Commander, to improve her for the packet service: she has been converted from a barque to a brig.

On the 2nd inst. the Erebus Bomb passed for Chatham from Portsmouth in tow by the Messenger, the former and the Terror Bomb-are intended for the relief of the Whalers, now fixed in the ice. The Terror has been commissioned at Chatham by Captain Blecher; her decks and bends have been doubled, the decks by three-inch plank, and bends by five-inch plank: great pains have been taken to fit her for this important and humane expedition. The Black Prince and Express were taken into the great basin on the 2nd, the former to have her lower masts and spars taken out, and the latter to be fitted and undergo alterations: at the same time the Scout was removed out of the basin.

On the 6th inst. the Black Prince was towed to moorings by the Messenger. The Messenger then returned, and towed her mast and spars to Chatham, to be fitted for the Hawke, 74.

His Majesty's sloop Scout, Commander Craigie, on the 8th inst. was towed out of harbour, and over the flats by the Messenger, and sailed for Portsmouth to wait her final orders for proceeding to the Cape station.

On the 15th inst. his Majesty's ship Hercules was brought from her moorings, and taken into Dock to have her bottom examined, previous to her being commissioned. The Pandora was taken out of dock and removed to the basin on the 19th inst., after having had her defects made good.

We had very strong gales of wind on the 17th and 18th, varying from W.N.W. to N.E., but we are happy to say that little mischief was done. The Ant, Government barge, laden from Chatham Dock Yard, parted her cables and was driven on shore near the garrison; but by the exertion of the people from the Dock Yard, she was got off the next day with the loss of her rudder, stern-post, and deadwood, and has been towed to Chatham.

On the morning of the 19th, the Victory, lugger, from Ramsgate, run into the harbour in distress, her pilot, James Braden, having been washed overboard; she was taken into the Camber by the people of the Dock Yard, her crew being entirely exhausted by fatigue and cold. After the loss of her pilot, she was driven about for two days, not knowing what course they were steering, till they fell in with the Nore light.

I am, Sir, your obedient Servant, BETA.

Milford Haven, 15th February, 1836.

MR. EDITOR,—The god of battles, Mars, seems pretty legibly to have impressed the events of this port and its arsenal during the past month with the "broad arrow" of his regal authority. Additional men have been entered at the Government stations, and everything wears a warlike appearance, and although this is not publicly acknowledged, yet the tocsin of preparation sounding plainly indicates there is something of an important nature on the tapis. Our Dock Yard, in common with all the others, has been opened an extra half-day in the week, and the workmen, or at least the mechanics, allowed to follow their respective trades. The utmost exertions are being made there to expedite the completion of those beautiful ships building on the plans of Surveyor Symonds. Beautiful they certainly are in every respect, and with such, "and brave British tars" to man them, we need fear the power of no opposing enemy. Still such a circumstance cannot be anticipated without the greatest dread, for when

"Red Battle stamps his foot, nations feel the shock!"

Mr. Anson, the new agent for packets, appointed to the vacancy caused by Captain Bevis' promotion, arrived here last week, and at once assumed the duties of the situation. Our steam-packets have made their passages to Waterford during the winter with astonishing regularity. They have encountered little or no interruption from either "wind or weather," and

when the larger ones, said to be building, are placed on the station, the communication across will be almost, if not altogether, as certain as that of any land conveyance.

It is reported that these powerful vessels are to be ready by the time the new line of road is completed to Hobbs's Point in this Haven, as well as that formed from Waterford to the south-west of Ireland, where no doubt the foreign packet station will ultimately be established. One of our post-office steamers, the *Sybil*, Mr. Roberts, master, being called upon by the agent to Lloyd's last week, on her arrival at Waterford, rendered efficient assistance to the barque *Antæus* of London, bound from Honduras to Cork. She was in the most imminent danger, and but for the timely aid thus afforded her, must inevitably have been totally lost. Mr. Rose, a master in the Royal Navy, has just received an appointment to one of our "smokers," in the room of Mr. Hallands, resigned. These situations are worth about 300*l.* per annum.

J. Tombs, a private belonging to the detachment of Royal Marines, doing duty at Pembroke, under command of Major Bailie, absconded from quarters last week, after having parted with the whole of his kit, and has not since been heard of. The Barracks (an old ship) in which these fine fellows are quartered there, is in a miserable state of repair. The stench, too, arising from the mud on which she is grounded, cannot but prove highly detrimental to the health of the soldiers. It is to be hoped the authorities will, during this Session of Parliament, see the necessity of taking steps to provide them with better quarters. If Mr. Hume were to see the uncomfortableness of their situations, even he, with his strict notions of economy, would not refuse them this necessary boon.

The *Diligence*, naval transport, is hourly expected at this port, with jury gear for the ships about to be launched, the ensuing summer, from the dock-yard up the Haven. There will be two or three, at least, sent off the stocks from that arsenal during the season, and each of them constructed by the sailor surveyor.

The monotony of this remote district has been happily enlivened by a splendid ball and supper given at Pembroke, by the Pembrokeshire United Service Club. This club consists of officers, whether on full or half-pay, or retired, of the Royal Navy, Engineers, Line, Marines, Militia, and East India Company's Service, together with those of the dock-yard, and such as are attached to the lieutenancy of the county. The 28th ult. was the day fixed on for the entertainment. The new Council of the borough favoured the Club with the use of the Town-Hall, which was fitted up in a most tasteful manner. Around the walls, those warlike instruments bayonets and sabres were arranged in the form of stars, the stars of peace, intertwined with festoons of flowers and evergreens. On entering the room, the attention was arrested by the representation of the stern of a line-of-battle ship: this was the orchestra, from which the dulcet tones of an excellent quadrille-band ascended in "harmonious lays," to greet "the Standard of Albion," and "Union of Peace," suspended aloft. At the other extremity of the hall, a field marshal's tent was exhibited, with a sentry in full uniform, and properly accoutred, "walking his lonely round," guarding the GENERAL fare; yes, general fare, for on a preconcerted signal, the scene changed, and what was supposed to be the cold and empty interior of a marquée, became, as if by magic, a "festive board," enriched with every device, and laden with every delicacy that could delight the eye, or please the *gout* of the numerous visitors invited from far and near. Everything that foresight could dictate, or judgment accomplish, was attended to, for the gratification and delight of the guests, and indeed too much praise cannot be bestowed on the Members for the arrangements of the evening.

Cambria (and Pembrokeshire in particular) has long been famed for the beauty of its daughters, and never did she exhibit a larger pro-

portion of it than on this occasion. The fairy-like appearance of the Hall, the profuse display of exquisite loveliness, the mixture of the naval blue, and military scarlet uniforms, all combined to produce a *coup d'œil* of the most imposing description. Most decidedly true is it that not a male present could ever again answer in the affirmative to the question, "Is there a heart that never loved?"

G.

REVIEWS AND CRITICAL NOTICES.

SKETCHES OF THE NEW COSTUME OF THE TURKISH ARMY.

THESE sketches, we believe from the pencil of an accomplished officer and traveller—Sir Grenville Temple, are evidently executed in a characteristic spirit, and possess peculiar interest for the European soldier. They consist of five coloured plates, exhibiting the modern uniform of the Staff, the Cavalry, Infantry, and Artillery, of the *Nizam Jedeed*, or reformed army of Mahmood. The fifth plate represents Greek troops in their new costume.

From the letter-press which precedes and explains these interesting prints, we extract the following concise statistical views of the Turkish and Greek forces—

"I shall now proceed to enumerate the different Corps which compose the regular Army of Turkey, and which are divided in the Guard and the Line.

THE GUARD.

Cavalry	.	.	.	1	Alai, or Regiments
Infantry	.	.	.	1	" "

THE LINE.

Cavalry	.	.	.	12	Alai, or Regiments.
Infantry	.	.	.	21	" "

Artillery.

Engineers.

"The Regiments of Cavalry are composed each of six squadrons, and the squadrons contain ninety six horses. The flank squadrons of each regiment are lancers, or *Mizaklus*. The four regiments of the Guard and four of the Line are paid, the others are not, being *Timarots* and *Ziamets*, that is to say, holding land by military tenure. They provide, also, their own horses, arms, and clothing, but receive rations and forage. The organization and manœuvres of the Cavalry are strictly copied from the French Code. The chief instructor is Colonel Calosso, or Rustan Bey, the name he is known by in the service. The total strength of the Cavalry is 9216 horses.

"The Infantry Regiments are composed of four battalions, or *tabur*, each sub-divided into eight companies, or *behluks*—these are divided into two squads, or *takhum*, commanded by Lieutenants. A *takhum* is formed by two *chaoosh takhums*, or Serjeant's squads, and these again by two *on-bash takhums*, or Corporal's squads. The *behluk* contains 100 men. The first company of each *tabur*, are Grenadiers, and the 8th *Ishkenjis*, or Voltigeurs. The Infantry, like the Cavalry, are drilled and disciplined according to the French system. The total strength of the Infantry is 80,000 men.

"The Regiments of Artillery are composed of four batteries, each comprising four guns and two howitzers. The two Regiments of Horse Artillery are each of 720 men. The *Topus*, Artillery, and *Khumbarajis*, Bombardiers, amount to about 8000 men.

"The Engineers consist of a Corps of Officers of that arm, and one

Regiment of Leghamjis, Sappers and Miners, and one Regiment of Bal-tahjis, or Pioneers.

" Besides these Troops in the pay of the Government, there are a few other Corps regularly disciplined, but raised and paid by the provinces. Namely, at Bagdad three Regiments of Infantry, and in other places two battalions of Infantry, and one squadron of Cavalry.

" A force approaching in character our Militia, the Garde Nationale, or Landwehr, but perhaps most resembling the latter, has been also organized. This force is called Redif, and amounts in round numbers to 100,000 men, who are under arms for three months of the year, at that period when their services in agriculture are least required. During the three months that they are called out, they receive in pay the half of what is given to the regular troops of the line, but full rations. These corps are subject in emergencies to be ordered on service out of their Sanjakleks. In this case they receive full pay.

" The following are the Turkish names of the different grades in the Army, with their monthly pay in piastres:—

General, commanding in Chief	Musheer	—
General of Division	Ferikh	—
General of Brigade	Mirlewa	—
Colonel	Mir-alai	1500
Lieut.-Colonel of a Regiment	Kaim-makam	1200
Major of a Regiment	Alai-Emini	900
• Lieut.-Colonel of a Battalion or Chef d'Escadron	Bin-bashi	750
Adjutants of the right and left	{ Sagh Aghasi } { Sol Aghasi }	400
Captain	Yuz-bashi	180
Lieutenant	Mel-azem awal	120
Second Lieutenant	Mel-azem than	100
Serjeant-major	Chaoosh bashi	50
Serjeant	Chaoosh	40
• Corporal	On-bashi	30
The Private Soldier . . . . .	. . . . .	20

" At the rate of exchange existing in 1831, this would make a Colonel's pay equal to 20*l.* a month, and that of the soldier to 5*s.* 10*d.*, which was not subject to deductions. Even the Officers receive rations. A Colonel is daily entitled to 20*lbs.* of meat and 24 rations of bread—the other ranks receive in proportion.

" I shall only observe that the lately-built Barracks are magnificent and convenient edifices, especially those in and round the Capital. The Hospitals are also well constructed and conducted.

" The institutions, however, which will eventually prove of greater benefit to the prosperity of the Turkish Army are the Military Schools which have lately been established, and which have been chiefly fostered by the care, and under the direction, of the General of Division, Muhammed Namek Pasha (the present Turkish Ambassador at the Court of England). I lately visited the one he has established at the barracks close to Pera, and which seemed to me to bid fair to realize the most sanguine hopes.

" I shall conclude this brief sketch with a statement of the present Greek regular Army. By many it will doubtless be said, 'Why should this form part of the account of the Turkish forces?' In answer to which I shall only observe, that the period when the sanjakleks of Aghriboz, Karli-Eli, and Ainabakht on the Continent, and the Peninsular ones of Koran, Misistra, Mania, and Anaboli, were converted into a kingdom, is so recent, that we cannot still avoid considering it a portion of Turkey, and which, geographically speaking, it still is in fact. Besides, I wish to shew that

the alteration in the military system introduced by the Sultan has also been adopted by his former subjects.

"The Greek Army consists at present of the following Corps:—

REGULARS.	
Eight Battalions of six companies, each of 120 men	5760
One Regiment of Lancers, six squadrons of 111 horses each	666
Six Companies of Artillery of 100 men	600
Two Companies of Pioneers	172
Waggon train	120
Artificers	132
	<hr/> 7450

IRREGULARS.	
Ten Battalions of Chasseurs, each of four Companies of 50 men	2000
	<hr/>
Total	9450

"To which must be added a well-appointed Corps of Gendarmes

"The Code of discipline and manœuvres is taken from that of Bavaria"

THE PARLIAMENTARY POCKET COMPANION FOR 1836.

THE PARLIAMENTARY GUIDE FOR 1836

We are fairly puzzled between these two excellent little manuals, each comprising a large fund of parliamentary information compressed into the smallest compass, and, as far as we can discover, remarkable for its general accuracy. The labour of compiling a work of this description is rarely appreciated by those who judge of volumes by the bulk, and of subjects only by their supposed familiarity. Each of these little books contains a mass of details demanding the utmost correctness and research. They are extremely useful to all persons taking an interest in parliamentary matters, and who does not in the present day? The only distinction we can make between them is, that the "Companion" is of a size and form better suited to the pocket, while the "Guide" enters rather more fully into statistical memoranda of Parliament, but is disfigured by at least one gross blunder, respecting the Steeles under the head of "Ridley Colborne."

NOTICES TO READERS AND CORRESPONDENTS.

THE suggestion of "C," in which we concur, shall be carried into effect, but as accuracy is indispensable, a little time will be required.

"Bayonet" in our next. The Gallic and Anti-British propensities of the party referred to have been invariably rebuked by experience and facts.

In reply to the inquiry of Mr. James M'Dougal, we beg to say that the officer alluded to, Lieut. R. T. S——, is still in the same Regiment, which is stationed at Chatham. We shall forward Mr. M'D.'s letter to him.

The obliging communication of Mr. H—— (Elleray) is only delayed till we have leisure to give a translation to accompany the original, the document being of general interest to the Profession.

Some queries from Correspondents remain to be answered in our next.

EDITOR'S PORTFOLIO;

OR,

NAVAL AND MILITARY REGISTER.

AFFAIRS AT HOME AND ABROAD.

PARLIAMENT was re-opened by his Majesty in person on the 4th ult., and has since been principally occupied by an inquiry into the political and pecuniary backslidings of the "eminent individual" who rules the destinies of the United Kingdom. Need we name Mr. Daniel O'Connell?

In noticing, last month, the result of the Court-Martial at Glasgow, we confined ourselves to the proceedings of the Court,—the legitimate guide to facts and opinion; we deliberately shut our eyes to an apocryphal rider endorsed upon the finding and sentence of that upright body, because, by whomsoever concocted, and however unwarranted, that rider was put forward in the King's *name*, for which, even when misapplied, our sense of duty leads us to show an abstract respect. The admission of those observations, thus nominally sanctioned by the highest authority, peevishly reflecting upon imputed motives and prejudged acts from which the Court had distinctly absolved the prisoner, would have forced us at the same time to disprove their grounds and arraign their justice. To this course we should have been moved not solely, as anonymously insinuated by the discomfited prosecutor, by consanguinity with the object of his defeated accusations,—though we should be recreants not to answer that natural appeal when *rightfully* urged,—but generally by the claim upon our independent advocacy of *any* officer so circumstanced. Although most accurately informed of the proceedings, from beginning to end, in this case, we have carefully abstained from any comments whatever till after the tardy promulgation of the sentence, and the vexatiously delayed release of the acquitted officer.

We have now only to re-affirm emphatically our observations of last month. We are not prone to take a hasty, false, or prejudiced view of the many delicate questions falling within our province; and, when conscious of right, we are not to be deterred from maintaining it. In the present instance we have overwhelming means at our command, whether to confute or convince, to clear or to crush. It is in our power to open wounds which it would take long to heal, and to depreciate departments for which we would continue to inculcate respect. In this, as in all other cases where we have been deliberate agents, we act upon certain guiding principles; nor shall we even yet be goaded from our habitual course either by the "*truth*" and "*candour*" of the unsophisticated and veracious prosecutor, the persecution of a British officer officially prejudged but acquitted by his peers, or the gratuitous contumely cast upon that honourable Court.

Captain Raines, we know, is renewing his clandestine machinations in London, by permission of Lieut.-Colonel Bradshaw, after an in-

effectual application for leave from Head-Quarters. No doubt he is again plotting to dupe the authorities, even at the risk of a second conviction, more fatal than the first. The publication of the correspondence now before us, on his insidious attempt, *since the trial*, to mislead and inflame a high-minded Field-Officer of his corps; and the abject consequences of that attempt would, if any sense of honour remains, suffice to decide the regimental career of the late prosecutor of Captain Clerke.

Assistant-surgeon Munro has, we perceive, retired from the Service; this was inevitable: it remains that the principals, whose position has been arbitrarily inverted, be placed respectively on the footing assigned them, not only by the well-considered verdict of the Court, but by the pledges in Lord Hill's letters of the 29th August and 21st September*—otherwise the Service may be disposed to look nearer home for evidences of the SCREENING SYSTEM.

The following list of the Members of the Court which sat at Glasgow will be conclusive with the profession as to the unimpeachable justice of its decision.

Major-General the Hon. William Stuart, President.			
Lieut.-Col.	Sir James Maxwell Wallace,	commanding	5th Drag. Guards.
„	Lord Thomas Cecil,	„	10th Hussars.
„	Hon. C. Grev,	„	71st Lt. Infantry.
	Major Freeth,	„	64th Dep Bt.
	„ Hutchinson,	„	76th „
	„ Wallington,		10th Hussars.
Captain Wright, Royal Artillery.			
	„ Lord Arthur Lennox,		71st Light Infantry.
	„ Westonra,		5th Dragoon Guards.
	„ Giffard,		10th Hussars.
	„ Rowley,		do.
	„ Wright,		64th Regiment.
	„ Gardiner,		76th „
	„ Denny,		71st Light Infantry.

“*Nil admirari*” should be the special motto of our Age—the more marvellous the event, the more suited to the genius of these wonder-working times—while justifiable deviations from barren precedent are conveniently evaded, the more startling the inversion of established practice, the more consonant to the “prodigious” development of intellectual light which at length irradiates the darkness of our doom. Amongst the miracles of the day, we have witnessed none more edify-

* “When the proceedings of the Court-martial to be held in Captain Clerke's case are submitted to Lord Hill, his Lordship will take the whole subject again into consideration, and then determine, with the Judge-Advocate General's advice and assistance, how far it may be expedient to entertain the charges exhibited against Captain Raines.

(Letter 29th August.)

Signed

“J. MACDONALD.”

“It is to be distinctly understood, on all hands, that Captain Raines will be held equally responsible for the correctness of the statement which has been made by him on the present occasion.”

(Letter 21st September.)

Signed as above.

ing than the sudden elevation of a gentleman named Bethune, from the humble grade of *Captain on the retired list of the Madras Establishment*, to be a MAJOR-GENERAL in ARIA, thereby superseding every officer under the rank of General of the King's and Company's forces throughout that wide continent! The cause of this miraculous supersaltation, to say nothing of a profusion of other honours with which we have nothing to do, is wrapt in impenetrable mystery; for no one with whom we have spoken, and our military circle is pretty extensive, has ever heard the name of the officer in question coupled with any professional act or operation claiming so transcendental a reward. We have not the slightest intention to offer gratuitous offence, or to detract from any claims or merits which may be the private property of this officer; we simply state that the King's and Company's Services have no evidence whereby to appreciate the expediency of the measure by which they are made to suffer. Having ourselves failed in eliciting any satisfactory elucidation of the matter, we leave it, perforce, in the "palpable obscure" wherein it was hatched.

Whatever credit we might be justified in taking to ourselves for predictions which the march of events in Spain is rapidly realizing, we cannot but feel pain at the inefficient and humiliating condition to which the natural course of circumstances has reduced the British "Auxiliary" force. Utterly distinct, in all but a common country, from the BRITISH ARMY—and we emphatically repeat this distinction, to prevent a confusion of which the jealousy of foreign rivals may not be slow to avail itself, to the prejudice of the national troops—this corps, if duly organized and provided, and animated, as of yore, by the proud and indomitable spirit of their native land, might still have maintained in the field the established reputation of their victorious countrymen. The results, however, of this expedition have, from a train of causes it was not difficult to foresee, neither tended to the advancement of the cause for which they were engaged, nor to the maintenance of the military supremacy of their nation.

We shall not, at present, enter into a detailed account of the state and proceedings of this force, although we are in possession of all the information required for such an *exposé*, because we shall take other and more deliberate opportunities of circumstantially relating the history of its proceedings; and the Service is already *au fait* of current events. It is sufficient for the present to state that the "Legion" is reduced to about one-third of its effective numbers, having been deplorably thinned by disease, excess, privation and fatigue—aggravated by the inclemency of the season, and a deficiency of clothing and the general accessories of an army in campaign. The mountain march of twenty days from Bilboa to Vittoria had all but disorganized the force, and left them with greatly diminished spirit and resources to commence operations against an active, vigilant, well-provided and desultory foe. To crown all, the jealousy of their Spanish allies, or rather principals, marked from the first, had nearly caused their ruin in the late affairs of the 16th and 17th ult. in front of Vittoria. Upon this occasion, Cordova, finding himself worsted by the Carlists, retreated upon the latter town without the slightest intimation of his movement to his British colleague, distant to his right but five miles—and had not the latter by a

personal reconnoissance discovered the desertion of Cordova, and, in the night, effected a timely and well-ordered retreat, the "British Legion" might have ceased to exist.

We record, with pleasure, the following tribute to our zealous and estimable contemporary, the editor of "The Naval and Military Gazette," to whom we cordially wish many more such well-deserved compliments.—

TRIBUTE FROM THE EAST INDIA COMPANY'S MARITIME OFFICERS TO SIR JOHN PHILIPPART, EDITOR OF "THE NAVAL AND MILITARY GAZETTE."—At the final meeting of the Committee of the Honourable East India Company's maritime officers included in the scale of compensation, it was proposed by Mr. Copling seconded by Captain Probyn, and resolved unanimously—"That, as a *trifling* token of the grateful appreciation on the part of the Honourable East India Company's maritime officers, of the generous kindness and public spirited gratuitous assistance of Sir John Philippart, and the handsome manner in which he has, spontaneously and repeatedly, urged the justice of granting compensation to the maritime service upon the Legislature, the Government, the Company, and the Public, that gentleman be earnestly requested to accept a gold pen with ruby mbs, which may serve to lighten the labours of his writing cabinet, and sometimes remind him of the good which he has done so disinterestedly, and at the same time so powerfully, as to give another remarkable instance of the incalculable value of a free press to every class of the community, especially to such as may be suffering under any grievance.—Signed, on behalf of the Committee,

"JOHN COLPLING."

ANNALS OF THE BRITISH ARMY*

DECEMBER 21st.—The 1st and 14th Light Infantry were advanced to dismount and as the troops had suffered a great deal for want of much of the General felt that they might recover.

23rd.—The whole force was under arms in the night drawn up in its march when orders were issued that the troops should go back to their quarters and by daylight next morning be again under arms.

24th.—General Helyar with his division, on the road to Benevento, with his own division and General Fraser's, and Sir David Baird was ordered to join the army at Benevento.

25th.—The Cor mander in Chief followed General Helyar with his division and the light brigades.

26th.—The cavalry under Lord Pigot (now Marquess of Anglesey) followed the army. Sir David Baird, who took the shorter line to Astoria by way of Valencia effected his march without molestation. A considerable force of the enemy being drawn up upon the brow of some rising,

* Continued from page 568 December 1830.

† Here a co-operation was completely concerted between the British and Romans, who was collecting the wreck of Blake's Army at Leon. Smith had concentrated his troops to the number of 18,000 men behind the River Union every arrangement was made for attacking him and orders were issued accordingly—never more welcome to a British Army in the full anticipation of a glorious victory.

‡ At this moment intelligence was received that the French were advancing from Madrid either to Valladolid or Salamanca and that considerable reinforcements had arrived at Carion from Plasencia. In the face of Sir John Moore by his brother was told that from these accounts Moore perceived that Buonaparte had advanced the project invasion of the southern provinces and was now on the march to intercept his communications with Portugal and the sea coast. To frustrate this design no time was to be lost, Moore relinquished at once the cherished hope of gaining a victory over Soult as he never sought fame by feats only brilliant but was fixed in pursuing useful measures. He immediately countermanded the advance of the Army, the brigades in the rear were ordered to march back towards Astoria, and to collect thither all the baggage while to deceive Marshal Soult and cover the retreat he remained himself with the reserve a whole day, and even sent forward some squadrons of cavalry to skirmish with the outposts. He also apprised Romana of his intentions and advised him to have a strong guard at the Bridge of Minisella to defend that passage. It was soon verified that those orders were not premature. For when Buonaparte learned that the British were moving to the Douro struck with the boldness of the unlooked for measure he exclaimed—"Moore is the only General now fit to contend with me, I shall advance against him in person." Marshal Ney was present when these words were spoken, and repeated them to Major Charles Napier when a prisoner.

ground, and apparently making ready to cut off any stragglers, Lord Paget, who was present at Majorga, directed Colonel Leigh, at the head of two squadrons of the 10th Hussars, to dislodge them: this was speedily effected; many of the enemy were killed, many more wounded, and upwards of one hundred taken prisoners*.

27th.—The cavalry crossed the Esla at the bridge; but Brigadier Crawford was ordered to remain with a light brigade to blow it up†. Sir John Moore arrived at Benevente and issued general orders, reflecting severely both on the conduct of his men and officers:—"The misbehaviour of the column which marched by Valderas exceeded," he said, "what he could have believed of British soldiers. He could feel no mercy towards officers who neglect, in times like these, essential duties, nor towards soldiers who disgrace their country by acts of villainy towards the people whom they are sent to protect." He then said that "the situation of the Army being arduous called for the exertion of qualities the most rare in military men. These are—not bravery alone, but patience and constancy under fatigue and hardship; obedience to command; sobriety and firmness in every situation in which they may be placed. It is by the display of those qualities that the Army can merit the name of soldiers, and be able to withstand the forces opposed to them, or to fulfil the expectations of their country. The Commander of the Forces cannot explain to his Army the motives for the movement he directs, but he gives assurance that he has made none since he left Salamanca which he did not foresee and was prepared for; and, as far as he can judge, they have answered the purposes for which they were intended. When it is proper to fight a battle he will do it, and he will choose the time and place he thinks most fit; in the meanwhile, he begs the officers and soldiers of the Army to discharge their duties, and to leave to him and the general officers the decision of measures which belong to them. The Army may rest assured that there is nothing he has more at heart than their honour and that of their country."

28th.—The retreat was resumed, the brigades commanded by General Baird were ordered to march from Valencia to Astorga, and Hope, with his brigades, to proceed by the direct road to the same place. Sir John followed with the reserve, leaving the cavalry to cover the retreat. About nine o'clock a body of the enemy's cavalry, formed on the side of the river Esla, and the British pickets, only 200 men, which had been appointed to do the duty of a rear-guard, instantly advanced under Colonel Otway against the mays, repeatedly charging its leading squadrons, and keeping it fairly in check till Lord Paget and Sir Charles Stewart arrived, when the former made haste to bring up the 10th Hussars, whilst the latter put himself at the head of the detachments already in the field. Many charges were made on both sides, and the squadrons were repeatedly intermingled, whilst the pickets still continued to give ground, as it was intended that they should. But on the 10th being ready, the whole, with one cheer, dashed against the enemy, whose line they instantly broke, and repelled them to the banks of the river, which the enemy re-crossed with speed. The British lost, in killed and wounded, fifty dragoons; the enemy, including prisoners, nearly two hundred. Their General, Le Febvre‡, and several other officers, were among the prisoners||.

30th.—The British Army reached Astorga.

* The cavalry after this conflict moved on unmolested to Castro Gonzalo. In the last twelve days the rear-guard had been daily engaged in sharp skirmishes, in which a considerable number of French were killed, and upwards of 500 prisoners were taken.

† This proved a work of considerable difficulty, as the masonry was exceedingly strong, and the French opposed it with augmenting numbers. Yet the Brigadier repulsed every assault, blew up two of the arches, and then withdrew his party to Benevente.

‡ The British soldiers were indignant with the Spaniards at their apparent supineness; they were exasperated at the conduct of some poor wretches, whose carts had been pressed to carry the sick and wounded, and who, as many of them as could, had taken their mules and run away in the night, partly from natural selfishness, still more because the movements of a retreating Army exposed themselves to imminent danger, and their heads to certain destruction. Weary and disheartened, in want of rest and of food, disappointed of their confident hopes of victory, and indignant at turning their backs upon the enemy, they gave vent to their feelings in the shape of anger, upon the only objects within their reach. Notwithstanding Sir John Moore's order, this feeling was renewed on the arrival of the Army at Benevente, and against the castle there, one of the finest monuments of the age of chivalry, every act of wanton mischief was perpetrated. All combustibles were seized, fires were lighted against the fine walls, pictures of unknown value, of the greatest Spanish masters, were heaped together as fuel. Lord Londonderry, in his Narrative, tells us that there was no possibility of keeping the men in their ranks. Some under one pretext and some under another, whole regiments strayed from their colours; and as often as a wine house, or store, came in the way, scenes of the most shocking description ensued.

§ When this officer was led to Sir John Moore he appeared in much dejection, considering himself utterly undone.—"Bonaparte," he avowed, "who was the minion of Fortune, never forgave the unfortunate, but always believed them culpable." Moore endeavoured to console him, and seeing that his sword had been taken from him, he presented him with a fine eastern scimitar. This was carefully preserved by Le Febvre in grateful remembrance of the donor.—Life of Moore.

|| It has been said that Napoleon himself was an eye-witness of this rencontre, from the opposite height on which he stood. Whether there be any truth in the rumour I know not; but one thing is quite certain, that the enemy did not venture, for some days after, again to oppose themselves hand to hand to our cavalry.—Lord Londonderry's Narrative.

A LIST of SHIPS composing His Majesty's Navy, specifying the Dates when, and the Places where, they were respectively built, together with other interesting Particulars, taken from actual Observations and Notes.

[Concluded from p. 279.]

NAMES	Guns.	Built		No of Tons Burden	Wa- Estab- lish- ment of Men	Total Value as Equipped	Expense of Coppern	Remarks
		Where	When					
Steam-vessels.								
Carron	steamer	Deptford	1827	293	36	Horse power		
Columbia	Woolwich	1829	361	63	100	100	Built by Sir Robert Seppings.
Comet	Deptford	1822	239	33	120	120	do.
Confiance	Woolwich	1827	293	36	50	50	do.
Dee	1832	704	125	100	100	do.
Echo	1827	293	36	220	220	do.
Firebrand	Mercht.'s Yrd.	1831	496	65	140	140	Built by Oliver Lang, Esq.
Firefly	Woolwich	1832	547	..	140	140	do.
Flamer	Mercht.'s Yrd	1831	495	..	140	140	do.
Hermes	Portsmouth.	1835	317	..	140	140	Built by Capt Symonds, R N.
Lighthouse	Deptford	1823	295	36	100	100	Built by Sir Robert Seppings
Medea	Woolwich	1833	503	125	220	220	Built by Oliver Lang, Esq
Meteor	Deptford	1824	295	36	100	100	Built by Sir Robert Seppings
Messenger	Mercht.'s Yrd.	unknown	730	100	200	200	Captured in the act of smuggling, and brought into the Service.
Phoenix	Chatham	1832	503	125	20	20	Built by Sir Robert Seppings.
Pluto	Woolwich	1831	364	63	100	100	Built by Oliver Lang, Esq
Rhadamanthus	Plymouth	1832	810	123	240	240	Built by John Roberts, Esq.
Salamander	Sheerness	1832	813	123	220	220	Built by John Seton, Esq
Tartarus	Pembroke	1834	527	63	160	160	Built by Captain Symonds, R N.
Cockatrice	1832	153	50	average		
Fair Rosamond	Was a slaver	..	172	..	average	average	Built by Sir Robert Seppings.
Hornet	Chatham	1831	152	..	..	..	Captured on the Coast of Africa
Jackdaw	1830	105	..	..	..	Built by Sir Robert Seppings
Nimble	West Indies	1822	170	..	..	..	do
								Employed in the West Indies

	1827	117	average	average	average	
Pickle	1827	117	..	..	..	Employed in the West Indies.
Pike	1812	250	..	..	..	Taken from the Americans.
Pincher	1827	117	..	..	..	Employed in the West Indies.
Sengull	1832	283	..	..	..	Built by Sir Robert Seppings.
Skipjack	1827	117	..	..	..	Employed in the West Indies.
Spider	1832	183	..	..	..	Built by Sir Robert Seppings.
Viper	1831	183	..	..	..	do.
Arrow	1823	160	..	5,875	..	Built by Capt. Hayes, R.N.
Bramble	1822	161	..	average	..	Employed on the Plymouth Station.
Cracker	1826	55	..	..	..	Bought into the Service.
Lark	1830	108	..	..	..	Built by Sir Robert Seppings.
Linnet	1817	83	..	..	..	Lately sold out of the Service.
Magpie	1830	108	..	..	..	Built by Sir Robert Seppings.
Netley	1823	120	..	..	..	Built by Sir Robert Seppings.
Quail	1831	108	..	..	..	Employed on the Plymouth Station.
Raven	1829	108	..	..	..	Built by Sir Robert Seppings.
Seaflower	1830	119	..	..	..	do.
Sparrow	1828	160	..	..	..	Built by Capt. Hayes, R.N.
Speedy	1828	120	..	..	..	Built by Sir Robert Seppings.
Starling	1829	108	..	..	..	do.
Surly	1806	140	..	..	..	Employed as a Dock-yard Lighter.
Swan	1811	140	..	..	..	Lately paid off at Chatham.
Sylvia	1827	71	..	..	..	Built by Capt. Symonds, R.N.
Woodlark	1821	83	..	..	..	Tender to Investigator, Surveying Vessel.
Alert	1835	359	44	..	..
Express	1835	358	..	..	..
Linnet	1835	358	..	..	..
Ranger	1835	358	..	..	..
Swift	1835	358	..	..	..
Star	building	358	..	..	..
Surveying Vessels.	1835	358	..	..	..
*Beacon	1823	378	60	15,000	730	
*Aetna	1824	376	..	..	..	Built by the late Sir Henry Peake..
Investigator	1811	120	..	890	400	
Mastiff	1813	185	..	..	..	Built by the late Sir Wm. Hale.
Thunder	1829	374	..	15,000	730	
Sulphur	1826	376	..	..	..	Built by the late Sir Henry Peake.

DISTRIBUTION OF THE ARMY ON THE 1st MARCH, 1836.

AND REFERENCE TO THE FOREIGN SERVICE OF REGIMENTS.

Regiments and Corps.	Stations of Troops or Service Companies.	Stations of Depôts.	Year of going on Foreign Service.	Year of returning from Foreign Service.	Whence returned.	Agents. British & Irish Establishment.
1st Life-gds.	Regent's Park	.. ..	..	1816	France	Collyer
2nd do. . .	Hyde Park	.. ..	..	1816	France	Cox & Co.
Rl. Horse-gds.	Windsor . .	.. ..	..	1816	France	Cox & Co.
1st Drag.-gds.	Birmingham.	.. ..	..	1816	France	Cox & Co.
2nd do. . .	Dublin . .	.. ..	..	1818	France	Cox & Co.
3rd do. . .	Longford . .	.. ..	..	1814	Spain	Col. & Cane
4th do. . .	Brighton . .	.. ..	..	1813	Portugal	Col. & Cane
5th do. . .	Edinburgh . .	.. ..	..	1814	Spain	Cox & Co.
6th do. . .	York . .	.. ..	..	1808	Buen. Ayres	Collyer
7th do. . .	Dublin . .	.. ..	..	1799	Holland	Col. & Cane
1st Dragoons	Newbridge . .	.. ..	..	1816	France	Hopkinson
2nd do. . .	Leeds . .	.. ..	..	1816	France	Cox & Co.
3rd do. . .	Cork . .	.. ..	..	1818	France	Hopkinson
4th do. . .	Bontoay . .	.. ..	1822			Hopkinson
6th do. . .	Ipswich . .	.. ..	..	1816	France	Cox & Co.
7th Hussars .	Nottingham .	.. ..	..	1818	France	Cox & Co.
8th do. . .	Hounslow . .	.. ..	..	1823	Bengal	Hopkinson
9th Lancers .	Coventry . .	.. ..	..	1813	Portugal	Cox & Ar.
10th Hussars .	Glasgow . .	.. ..	..	1828	Portugal	Cox & Cane
11th Lt. Drag.	Bengal . .	.. ..	1819			Collyer
12th Lancers .	Dorchester . .	.. ..	..	1828	Portugal	Cox & Co.
13th Lt. Drag.	Madras . .	.. ..	1819			Cox & Co.
14th do. . .	Longford . .	.. ..	..	1814	Spain	Cox & Ar.
15th Hussars .	Cahir . .	.. ..	..	1816	France	Cox & Ar.
16th Lancers .	Bengal . .	.. ..	1822			Cox & Co.
17th do. . .	Manchester . .	.. ..	..	1823	Bombay	Hopkinson
Gr.Gds. 1st bat.	Dublin . .	.. ..	..	1828	Portugal	
.. 2d bat.	The Tower . .	.. ..	..	1818	France	
.. 3d bat.	Knightsbridge	.. ..	..	1818	France	
Coldst 1st bat.	Wellington B	.. ..	..	1814	France	
Gds. 2d bat.	Windsor . .	.. ..	..	1818	France	Cox & Co.
Sc.Fu. 1st bat.	Portman St. .	.. ..	..	1814	France	
Gds. 2d bat.	St. Geo. Bar.	.. ..	..	1828	Portugal	
1st Ft. 1st bat.	Templemore*	.. ..	..	1836	W. Indies	
2d bat	Enni-killen .	.. ..	..	1831	Madras	Cox & Ar.
2nd do. . .	Bombay . .	Chatham . .	1825			Ashley
3rd do. . .	Bengal . .	Chatham . .	1822			Cox & Co.
4th do. . .	N. S. Wales .	Chatham . .	1832			Cox & Co.
5th do. . .	Malta . .	Dover . .	1831			Cox & Atk.
6th do. . .	Bombay . .	Chatham . .	1821			Cox & Co.
7th do. . .	Malta† . .	Dublin . .	1825			Cox & Ar.
8th do. . .	Jamaica . .	Buttevant . .	1830			Cox & Co.
9th do. . .	Mauritius† .	Sheerness . .	1832			Cox & Ar.
10th do. . .	Ionian Isl. .	Brecon . .	1826			Cox & Co.
11th do. . .	Ionian Isl. .	Waterford . .	1826			Hopkinson
12th do. . .	Dublin . .	.. ..	..	1834	Gibraltar	Cox & Co.
13th do. . .	Bengal . .	Chatham . .	1822			Cox & Co.
14th do. . .	W. Indies . .	.. ..	..	1831	Bengal	Cox & Ar.
15th do. . .	Canada . .	Armagh . .	1827			Cox & Co.
16th do. . .	Bengal . .	Chatham . .	1819			Kirkland
17th do. . .	N. S. Wales .	Chatham . .	1830			Cox & Co.

* Ordered for Canada.

† Ordered home.

‡ Ordered to Bengal.

Regiments and Corps.	Stations of Service Companies.	Stations of Depôts.	Year of going on Foreign Service.	Year of returning from Foreign Service.	Whence returned.	Agents. British & Irish Establishment
18 ^h Foot . . .	Birr . . . .	. . . . .	. . .	1832	Ionian Isl.	Cox & Cane
19 th do. . . .	W. Indies . .	Stockport . .	1826			Cox & Co.
20 th do. . . .	Bombay . . .	Chatham . . .	1819			Cox & Co.
21 st do. . . .	Van Die. Land	Chatham . . .	1833			Cox & Co.
22 nd do. . . .	Jamaica . . .	Hull	1826			Cox & Co.
23 rd do. . . .	Manchester . .	. . . . .	. . .	1834	Gibraltar	Cox & Co.
24 th do. . . .	Canada . . .	Cork	1829			Colly. & Cane
25 th do. . . .	W. Indies * .	Newbridge . .	1826			Cox & Ar.
26 th do. . . .	Bengal . . .	Chatham . . .	1828			Lawrie
27 th do. . . .	Cape of G. H.	Nenagh . . .	1835			Cox & Ar.
28 th do. . . .	N. S. Wales .	Chatham . . .	1835			Cox & Co.
29 th do. . . .	Mauritius . .	Tralee	1826			Cox & Cane
30 th do. . . .	Bermuda . . .	Limerick . . .	1834			Cox & Ar.
31 st do. . . .	Bengal . . .	Chatham . . .	1825			Downes
32 nd do. . . .	Canada . . .	Plymouth . .	1830			Hop. & Cane
33 rd do. . . .	Newry . . . .	. . . . .	. . .	1832	Jamaica	Cox & Co.
34 th do. . . .	America . . .	Carlisle . . .	1829			Cox & Co.
35 th do. . . .	Fermoy . . .	. . . . .	. . .	1832	W. Indies*	Cox & Ar.
36 th do. . . .	W. Indies . .	Plymouth . .	1830			Price & Ar.
37 th do. . . .	Jamaica . . .	Plymouth . .	1830			Law. & Cane
38 th do. . . .	Bengal . . .	Chatham . . .	1818			Cox & Co.
39 th do. . . .	Madras . . .	Chatham . . .	1827			Cox & Co.
40 th do. . . .	Bombay . . .	Chatham . . .	1824			Lawrie
41 st do. . . .	Madras . . .	Chatham . . .	1822			Cox & Co.
42 nd do. . . .	Ionian Isl.* .	Fort George .	1825			Cox & Co.
43 rd do. . . .	America . . .	Clonmel . . .	1835			Cox & Ar.
44 th do. . . .	Bengal . . .	Chatham . . .	1822			Cox & Co.
45 th do. . . .	Madras . . .	Chatham . . .	1819			Cox & Co.
46 th do. . . .	Belfast . . .	. . . . .	. . .	1833	Madras	Cox & Ar.
47 th do. . . .	Gibraltar . .	Castlebar . .	1834			Cox & Ar.
48 th do. . . .	Weedon . . .	. . . . .	. . .	1835	Madras	Cox & Co.
49 th do. . . .	Bengal . . .	Chatham . . .	1822			Cox & Co.
50 th do. . . .	N. S. Wales .	Chatham . . .	1834			Cox & Co.
51 st do. . . .	Dublin . . .	. . . . .	. . .	1834	Ionian Isl.	Kirk. & Cane
52 nd do. . . .	Athlone† . .	. . . . .	. . .	1831	N. America	Cox & Cane
53 rd do. . . .	Malta‡ . . .	Youghal . . .	1829			Cox & Co.
54 th do. . . .	Madras . . .	Chatham . . .	1819			Cox & Co.
55 th do. . . .	Madras . . .	Chatham . . .	1821			Cox & Co.
56 th do. . . .	Jamaica . . .	Sunderland . .	1831			Cox & Ar.
57 th do. . . .	Madras . . .	Chatham . . .	1825			Cox & Co.
58 th do. . . .	Ceylon . . .	Plymouth . .	1828			Cox & Co.
59 th do. . . .	Gibraltar|| .	Portsmouth . .	1834			Cox & Ar.
60 th do. 1st bat.	Malta‡ . . .	Newcastle . .	1830			Cox & Ar.
2d bat.	Gibraltar . .	Clare Castle .	1835			Cox & Ar.
61 st do. . . .	Ceylon . . .	Gosport . . .	1828			Cox & Co.
62 nd do. . . .	Madras . . .	Chatham . . .	1830			Cox & Co.
63 rd do. . . .	Madras . . .	Chatham . . .	1829			Collyer
64 th do. . . .	Jamaica . . .	Stirling . . .	1834			Cox & Ar.
65 th do. . . .	W. Indies . .	Chatham . . .	1829			Cox & Co.
66 th do. . . .	Canada . . .	Plymouth . .	1827			Cox & Atk.
67 th do. . . .	W. Indies . .	Fermoy . . .	1831			Cox & Ar.
68 th do. . . .	Gibraltar . .	Portsmouth . .	1834			Hopkinson
69 th do. . . .	W. Indies . .	Sheerness . .	1831			Kirk. & Ca.
70 th do. . . .	Gibraltar|| .	Portsmouth . .	1834			Cox & Ca.
71 st do. . . .	Edinburgh . .	. . . . .	. . .	1834	Bermuda	Price
72 nd do. . . .	Cape of G.H.	Londonderry .	1828			Cox & Co.
73 rd do. . . .	Ionian Isl. .	Naas	1827			Lawrie

* Ordered home.

† Ordered for Gibraltar.

‡ Ordered for Corfu.

|| Ordered for Malta.

Regiments and Corps.	Stations of Service Companies.	Stations of Depôts.	Year of going on Foreign Service.	Year of returning from Foreign Service.	Whence returned.	Agents. British & Irish Establishment.		
74th Foot . . .	W. Indies . . .	Omagh . . .	1834	1834	Jamaica	Hop. & Ar.		
75th do. . . .	Cape of G. H. . .	Wexford . . .	1830			Cox & Co.		
76th do. . . .	W. Indies . . .	Paisley . . .	1834			Cox & Ar.		
77th do. . . .	Liverpool . . .	.. . . .	..			Cox & Co.
78th do. . . .	Ceylon . . .	Galway . . .	1826	1831	Ionian Isl.	Cox & Co.		
79th do. . . .	Canada* . . .	Aberdeen . .	1825			Lawrie		
80th do. . . .	Chatham† . . .	.. . . .	..			Cox & Ca.
81st do. . . .	Kilkenny† . . .	.. . . .	..			Cox & Ar.
82nd do. . . .	Mullingar . . .	.. . . .	..	1831	Bermuda	Law. & Ar.
83rd do. . . .	America . . .	Boyle . . .	1834	1832	Mauritius	Cox & Co.		
84th do. . . .	Jamaica . . .	Fermoy . . .	1827	1831	Malta	Cox & Co.		
85th do. . . .	Cork|| . . .	.. . . .	..			Cox & Ar.
86th do. . . .	W. Indies . . .	Cashel . . .	1826			Cox & Co.		
87th do. . . .	Mauritius . . .	Chatham . .	1831			Cox & Co.		
88th do. . . .	Ionian Isl.* . .	Kinsale . . .	1825	1835	Ionian Isl.	Cox & Co.		
89th do. . . .	W. Indies . . .	Drogheda . .	1835			Cox & Ar.		
90th do. . . .	Ceylon . . .	Cork . . .	1835			Cox & Ar.		
91st do. . . .	St. Helena . . .	Newbridge . .	1835			Hop. & Ca.		
92nd do. . . .	Gibraltar¶ . . .	Perth . . .	1833	1834	W. Indies,	Cox & Co.		
93rd do. . . .	Dublin . . .	.. . . .	..			Cox & Co.
94th do. . . .	Limerick			1834	Malta	Kirk. & Ar.
95th do. . . .	Templemore			1835	Ionian Isl.	Lawrie
96th do. . . .	Glasgow . . .	.. . . .	..	1835	N. America	Cox & Cane
97th do. . . .	Ceylon* . . .	Portsmouth . .	1825	1835		Cox & Co.		
98th do. . . .	Cape of G. H.* .	Devonport . .	1825			Cox & Co.		
99th do. . . .	Mauritius . . .	Gosport . . .	1825			Cox & Co.		
Rifle B. { 1st bt.	America* . . .	Jersey . . .	1825			Cox & Co.		
2d bt.	Ionian Isl. . .	Guernsey . .	1826	Detachments various periods.		Cox & Co.		
Rl. Staff Corps	Hythe . . .	.. . . .	..			Cox & Co.
1st West Ind. Regiment . . .	W. Indies . . .	Agents. Cox & Co.	REGIMENTAL AGENTS. Armit, Borough, & Co. Leinster-st. Dublin. Ashley, James, 135, Regent-street. Atkinson, John, Ely-place, Dublin. Cane, Richard, & Co. Dawson-st. Dublin. Collyer, G. S., Park-place, St. James's. Cox, Hammersley, and Cox, Craig's-court. Downes, C., 14, Warwick-st. Charing Cross Hopkinson, Barton, & Knyvet, Regent-st. Kirkland, J. (Gen. Agent,) 80, Pall Mall. Lawrie, Jc'n & Charles M'Grigor, Robert-street, Adelphi. Price, W. F., 34, Craven-st., Strand.					
2nd do. . . .	N. Providence and Honduras	Cox & Co.						
Ceylon Rifle Regiment . . .	Ceylon . . .	Kirkland						
Cape Mounted Rifemen . . .	Cape of G. H. . .	Kirkland						
Royal African Colon. Corps . . .	Sieira Leone . .	Kirkland						
R. Newfound-land Veteran Companies . . .	Newfoundland . .	Kirkland						
Royal Malta Fencibles . . .	Malta . . .	Kirkland						
GENERAL AGENTS FOR THE RECRUITING SERVICE. <i>Great Britain</i> —John Kirkland, Esq., 80, Pall Mall. <i>Ireland</i> —Sir Baginall W. Burdett, Bart., Dublin.								
AGENTS FOR THE DECCAN PRIZE MONEY. Lieut.-Col. Arbuthnot and John Kirkland, Esq.—Office, 80, Pall Mall.								
N. B.—A reference to the List of Agents will explain the Abbreviations.								

* Ordered home. † Ordered for N. S. Wales. ‡ Ordered for Gibraltar.
 || Ordered for America. ¶ Ordered to Malta.

STATIONS OF THE ROYAL NAVY IN COMMISSION 1ST MARCH, 1836.

Acteon, 26, Capt. Lord Edward Russell, South America.
 Aetna, sur. v. 6, Capt. A. T. E. Vidal, Coast of Africa.
 African, st. v. Lieut. J. West, Mediterranean.
 Algerine, 10, Lieut. W. S. Thomas, East Indies.
 Andromache, 28, Capt. H. D. Chads, C.B. East Indies.
 Astræa, 6, Capt. J. Clavell, Falmouth.
 Batham, 50, Capt. A. I. Corry, Mediterranean.
 Basilisk, 6, ketch, Lieut. G. G. Macdonald, S. Amer.
 Beacon, 8, sur. v. Com. R. Copeland, Mediter.
 Beagle, 10, Com. R. Fitzroy, South America.
 Belvidera, 42, Capt. C. B. Strong, West Indies.
 Bermuda, yacht, Capt. Sup. Sir T. Usher, Kt. C.B. K.C.H. Bermuda.
 Blonde, 46, Capt. F. Mason, C.B. South America.
 Britannia, 120, Adm. Sir Thos. Williams, G.C.B.; Capt. E. K. Williams, Portsmouth.
 Britomart, 10, Lieut. W. H. Quin, Coast of Africa.
 Buzzard, 10, Lieut. Campbell, Coast of Africa.
 Caledonia, 120, Vice-Admiral Sir Josias Rowley, Bt. K.C.B., Capt. G. B. Martin, C.B., Mediter.
 Camelion, 10, Lieut. J. Bradley, Coast of Spain.
 Canopus, 24, Capt. Hon. J. Percy, C.B. Mediter.
 Castor, 36, Capt. Rt. Hon. Lord J. Hay, particular service.
 Ceylon, 2, Lieut. G. M. McKenzie, rec. ship, Malta.
 Champion, 18, Com. R. Fair, K.H., W. Indies.
 Charybdis, 3, Lieut. S. Mercer, Coast of Africa.
 Chatham, yacht, Capt. Sup. Sir J. A. Gordon, K.C.B. Chatham.
 Childers, 16, Com. Hon. H. Keppel, Mediter.
 Cleopatra, 26, Capt. Hon. G. Grey, S. America.
 Clio, 16, Com. W. Richardson, Mediterranean.
 Cockatrice, 6, Lieut. W. L. Rees, S. America.
 Cockburn, 10, Lieut. C. Holbrook, Kingston, Lake Ontario.
 Columbine, 18, Com. T. Henderson, Mediter.
 Comus, 18, Com. W. P. Hamilton, W. Indies.
 Constance, st. v. 2, Lieut. J. M. Waugh, Mediterranean.
 Cove, Capt. J. C. Ross, particular service.
 Cruiser, 16, Com. W. A. Willis, W. Indies.
 Curlew, 10, Lieut. E. Norroth, Coast of Africa.
 Dee, st. v. 4, Com. W. Ramsay, W. Indies.
 Delight, 10, Lieut. J. Moore (b), Chatham.
 Dublin, 30, Rear-Adm. Sir G. E. Hamond, Bart., K.C.B., Capt. G. W. Willes, C.B., S. America.
 Edinburgh, 74, Capt. J. R. Dacres, Mediter.
 Endymion, 50, Capt. Sir S. Roberts, Kt. C.B. Mediterranean.
 Espoir, 10, Lieut. C. W. Riley, Falmouth.
 Excellent, 76, Capt. T. Hastings, Portsmouth.
 Fair Rosamond, sch. Lieut. G. Rose, Coast of Africa.
 Fairy, 10, st. v. Com. W. Hewett, Woolwich.
 Favonite, 18, Com. F. R. Mundy, Mediterranean.
 Flamer, st. v. Lieut. J. M. Potbury, W. Indies.
 Forester, 3, Lieut. G. G. Mall, Coast of Africa.
 Forte, 44, Capt. W. O. Poll, West Indies.
 Gannet, 16, Com. J. B. Maxwell, West Indies.
 Giffon, 3, Lieut. J. E. Parly, coast of Africa.
 Harry, 10, Lieut. Hon. G. R. A. Clements, Plym.
 Harrier, 18, Com. W. H. Carew, S. America.
 Hastings, 74, Rear-Admiral Sir W. H. Gage, G.C.H., Capt. H. Shiffner, Lisbon.
 Hermes, st. v. Lieut. W. S. Blount, Woolwich.
 Hornet, 6, Lieut. F. R. Coghlan, South America.
 Howe, 120, Vice-Adm. Hon. C. E. Fleming, Capt. A. Elliot, Sheerness.
 Hyacinth, 18, Com. F. P. Blackwood, E. Indies.
 Jaseur, 16, Com. J. Hackett, Mediterranean.
 Jupiter, 38, Capt. Hon. F. W. Grey, E. Indies.
 Lark, 4, sur. v. Lieut. E. Barnett, W. Indies.
 Larne, 18, Com. W. S. Smith, West Indies.
 Leveret, 10, Lieut. C. Bosanquet, Plymouth.

Zynx, 3, Lieut. H. V. Huntley, Coast of Africa.
 Magicienne, 24, Capt. G. W. St. John Milmay, Lisbon.
 Magnificent, 4, Lieut. J. Paget, Jamaica.
 Malabar, 74, Capt. Sir W. A. Montagu, C.B. K.C.H., Mediterranean.
 Mastiff, 8, sur. v. Lieut. T. Graves, Chatham.
 Meden, st. v. Com. H. T. Austin, Mediter.
 Melville, 74, Vice-Admiral Sir Peter Halkett, G.C.H.; Capt. P. J. Douglas, Portsmouth.
 Meteor, st. v. Lieut. G. W. Smith, W. Indies.
 Nautilus, 10, Lieut. W. Crooke, Lisbon.
 Nimrod, 20, Com. J. Fraser, W. Indies.
 North Star, 28, Capt. O. V. Harcourt, S. America.
 Onesles, 18, Com. H. J. Codrington, Mediter.
 Pearl, 20, Com. H. Nurse, particular service.
 Pelican, 16, Com. B. Popham, Coast of Africa.
 Phoenix, st. v. Com. W. H. Henderson, Plymouth.
 Pickle, 5, Lieut. A. G. Bulman, W. Indies.
 Pike, 12, Lieut. Com. A. Brooking, W. Indies.
 Pluto, st. v. Lieut. J. Duffin, Plymouth.
 Plymouth, yacht, Capt. Sup. C. B. H. Ross, C.B. Plymouth.
 Portland, 52, Capt. D. Price, Mediterranean.
 Portsmouth, yacht, Adm. Sup. Sir F. L. Maitland, K.C.B. Lieut. W. M. Ilwaine, Portsmouth.
 President, 52, Vice-Adm. Sir Geo. Cockburn, G.C.B.; Capt. Jas. Scott, N. American and W. India Station.
 Prince Regent, yacht, Capt. G. Tobin, C.B., Deptford.
 Pylades, 18, Com. W. L. Castle, Coast of Africa.
 Quail, 4, Lieut. P. Bisson, Lisbon.
 Racehorse, 18, Com. Sir J. E. Home, Bt. West Indies.
 Racer, 16, Com. J. Hope, West Indies.
 Rainbow, 28, Capt. T. Bennett, West Indies.
 Raleigh, 16, Com. M. Quin, East Indies.
 Rapid, 10, Lieut. F. Patten, S. America.
 Rattlesnake, 28, Capt. W. Hobson, E. Indies.
 Raven, sur. v. 4, Lieut. G. A. Bedford, C. of Africa.
 Revenge, 78, Capt. W. Elliott, C.B. K.C.H., Mediterranean.
 Ringdove, 16, Com. W. F. Lapidge, Lisbon.
 Rodney, 92, Capt. Hyde Parker, Mediter.
 Rolla, 10, Lieut. F. H. H. Glasse, Coast of Africa.
 Rose, 18, Com. W. Barrow, East Indies.
 Rover, 14, Com. Chas. Eden, South America.
 Royal Adelaide, 104, Adm. Sir W. Hargood, G.C.B., G.C.H.; Capt. G. T. Falcon, Plym.
 Royal George, yacht, Capt. Rt. Hon. Lord A. Fitzclarence, G.C.H. Portsmouth.
 Royal Sovereign, yacht, Capt. Sup. Sir C. Bullen, C.B. K.C.H., Pembroke.
 Royalist, 10, Lieut. C. A. Barlow, Plymouth.
 Russell, 74, Capt. Sir W. H. Dillon, K.C.H., Lisbon.
 Sapphire, 28, Capt. R. F. Rowley, Mediter.
 Saracen, 10, Lieut. T. P. Le Harly, Lisbon.
 Savage, 10, Lieut. R. Loucy, Lisbon.
 Scorpion, 10, Lieut. N. Robillard, Falmouth.
 Scout, 15, Com. R. Craigie, C. of G. Hope.
 Scylla, 16, Com. E. J. Carpenter, West Indies.
 Seafower, 4, Lieut. J. Roche, Lisbon.
 Serpent, 16, Com. E. Nepean, West Indies.
 Skipjack, 5, Lieut. S. H. Ussher, acting, West Indies.
 Snake, 16, Com. R. L. Warren, W. Indies.
 Sparrowhawk, 16, Com. C. Pearson, S. America.
 Speedy, 8, Lieut. J. Douglas, Portsmouth.
 Spider, 6, Lieut. J. O'Reilly (a) Chatham.
 Spitfire, st. v. 6, Lieut. A. Kennedy, W. Indies.
 Starling, sur. v. Lieut. H. Kellett, S. America.
 Sulphur, sur. v. Capt. T. W. Beechey, S. America.
 Talbot, 28, Capt. F. W. Pennell, S. America.
 Tartarus, st. v. Lieut. H. James, Falmouth.
 Terror, 10, Com. E. Belcher, Chatham.

Thalia, 46, Rear-Admiral P. Campbell, C.B.;
 Capt. N. Wauchope, Cape of Good Hope
 and Coast of Africa.
 Thunder, sur.v. Com. R. Owen, West Indies.
 Thunderer, 84, Capt. W. F. Wise, C.B. Mediter.
 Tribune, 24, Capt. J. Tomkinson, Mediter.
 Trinculo, 16, Com. H. J. Puget, acting, Coast of
 Africa.
 Tweed, 30, Com. T. Maitland, Lisbon.
 Tyne, 28, Capt. Visc. Incestric, C.B., Mediter.
 Vernon, 50, Capt. J. M'Kerlie, Medit.
 Vestal, 26, Capt. W. Jones, West Indies.
 Victor, 16, Com. R. Crozier, East Indies.
 Viper, 6, Lieut. L. A. Robinson, Lisbon.
 Volage, 28, Capt. P. Richards, Mediter.

Wanderer, 16, Com. T. Dilke, part. service.
 Wasp, 16, Com. J. S. Foreman, West Indies.
 Water Witch, 10, Lieut. J. Adams (b), Coast
 of Africa.
 Willam and Mary, yacht, Capt. Sir S. Warren,
 C.B. K.C.H. Woolwich.
 Winchester, 52, Rear-Admiral the Hon. Sir T.
 B. Capel, K.C.B., Captain B. Sparshott,
 K. H., East Indies.
 Wolf, 18, Com. E. Stanley, East Indies.
 Zobra, 16, Com. R. C. M'Crea, East Indies.
 PAID OUT OF COMMISSION.
 Alban, st. v., Woolwich.
 Firefly, st. v., Woolwich.
 Satellite, 18, Plymouth.

SLOOP OF WAR COMMISSIONED AS PACKETS.

Alert, Lieut. C. H. Norrington.
 Briseis, Lieut. John Downey.
 Eclipse, Lieut. W. Forrester.
 Express, Lieut. W. P. Croke.
 Goldfinch, Lieut. Edw. Collier.
 Lapwing, Lieut. G. B. Forster.
 Linnet, Lieut. W. Downey.
 Lyra, Lieut. Jas. St. John.
 Mutiné, Lieut. Richard Pawle.
 Nightingale, Lieut. G. Fortescue.
 Opossum, Lieut. Robt. Peter.

Pigeon, Lieut. J. Harvey.
 Plover, Lieut. William Lucas.
 Ranger, Lieut. J. H. Turner.
 Reindeer, Lieut. H. P. Dicken.
 Renard, Lieut. Geo. Dunsford.
 Seagull, Lieut. J. Parsons.
 Sheldrake, Lieut. A. R. L. Passingham.
 Skylark, Lieut. C. P. Ladd.
 Spey, Lieut. Rob. B. James.
 Star, Lieut. ———.
 Tyrian, Lieut. Ed. Jennings.

PROMOTIONS AND APPOINTMENTS.

NAVY.

PROMOTIONS.

TO BE CAPTAIN.

James Morgan.

TO BE COMMANDERS.

H. Jellicoe.
 Hon. D. W. Pelham.
 T. O. Knox.

TO BE LIEUTENANTS.

A. M'Murdo.
 S. Y. Brown.
 A. Gordon.

TO BE SURGEONS.

J. Kittle.
 H. Williams.

TO BE PURSER.

J. Blake.

APPOINTMENT.

Vice-Admiral Sir Peter Halkett to be Com-
 mander-in-Chief of the North American and
 West India station.

COMMANDERS.

J. J. F. Nevill.....Orestes.
 W. J. Cole.....Revenge.
 W. P. Johnston.....Coast Guard.

LIEUTENANTS.

W. P. Croke, to com. Express Packet.
 L. S. Tindal..... Vestal.
 E. Codd.....Caledonia.
 J. L. R. Stoll.....Thalia.
 W. F. Blair.....Excellent.
 J. Halkett to be flag-lieut. to Sir P. Halkett.

SURGEON.

W. Gunn, M.D.....Clio.

ASSISTANT-SURGEONS.

R. Scott.....Harpy.
 W. F. Carter.....Nautilus.
 R. W. Clarke.....Haslar Hospital.
 M. Pritchett.....Harpy.

ROYAL MARINES.

PROMOTION.

Second-Lieut. Augustus Fleming to be First-
 Lieut. vice Wm. White, placed on the retired
 half-pay.

ARMY.

WAR-OFFICE, Jan. 29.

14th Light Dragoons.—Cornet W. Under-
 wood, from h.p. 21st Light Dragoons, to be
 Cornet, without purch.

14th Foot.—R. Ellerton, Gent. to be Ensign
 by purch. vice Carleton, ret.

20th Foot.—G. B. Crespigny, Gent. to be
 Ensign by purch. vice Willock, prom. to the
 45th.

23rd Foot.—Second Lieut. R. Jennings to be

First Lieut. by purch. vice Miles, ret.; A. Cath-
 cart, Gent. to be Second Lieut. by purch. vice
 Jennings.

28th Foot.—Capt. W. Hunter, from the 55th,
 to be Capt. vice J. A. Whitaker, ret. upon h.p.

29th Foot.—Ensign C. R. Storey to be Lieut.
 without purch. vice Hope, appointed Adj. of a
 Recruiting District; Gent. Cadet A. S. O. Do-
 naldson, from the R.M.C., to be Ensign, vice
 Storey.

40th Foot.—Lieut. J. Curtain to be Capt. without purch. vice Penefather, dec.; Lieut. M. Morphet, from the 63rd, to be Capt. without purch. vice Barnett, prom.

46th Foot.—Lieut. W. C. Fisher to be Capt. by purch. vice Buton, ret.; Ensign E. A. T. D'Eyncourt to be Lieut. by purch. vice Fisher; H. Mordaunt, Gent. to be Ensign by purch. vice D'Eyncourt.

55th Foot.—Capt. Sir W. Scott, Bart. from h.p. Unat. to be Capt. vice Hunter, appointed to the 28th; Lieut. M. Wilson to be Capt. by purch. vice Crowther, ret.; Ensign A. Danbassy to be Lieut. by purch. vice Wilson; A. H. Harris, Gent. to be Ensign by purch. vice Danbassy.

63rd Foot.—Ensign T. L. K. Nelson, from the 94th, to be Lieut. without purch. vice Morphet, prom. in the 40th.

69th Foot.—Ensign W. J. B. McLeod Moore to be Lieut. without purch. vice Taylor, dec.; Ensign E. S. Glen, from the h.p. of the Regiment of Meuron, to be Ensign, vice Moore.

80th Foot.—S. W. C. Singleton, Gent. to be Ensign by purch. vice Connolly, ret.

82nd Foot.—Ensign E. B. Hale to be Lieut. by purch. vice Thurston, ret.; T. G. Sherlock, Gent. to be Ensign by purch. vice Hale.

94th Foot.—Gent. Cadet W. Fisher, from the R.M.C. to be Ensign without purch. vice Nelson, prom. in the 63rd.

Rifle Brigade.—Gent. Cadet E. A. Somersot, from the R.M.C. to be Second Lieut. without purch.

Royal Malta Fencible Regiment.—Lieut. J. Galland to be Capt. without purch. vice G. B. Virin, ret.; Lieut. A. Metel, from the h.p. of the Regiment, to be Lieut. with temporary rank in the Army, vice Galland.

Unattached.—Lieut. J. Borthwick, from the 12th, to be Capt. without purch.

Staff.—Lieut. J. Hope, from the 29th, to be Adj. of a Recruiting District, vice Armstrong, dec.

Hospital Staff.—Brevet Dep. Insp. T. Gordon, M.D. to be Dep. Insp. Gen. of Hospitals; Assist. Insp. J. Clarke, M.D. and K.H. to be Dep. Insp. Gen. of Hospitals; J. F. Clarke, M.D. from the h.p. to be Assist. Insp. of Hospitals, vice J. Clarke, M.D. placed on h.p.

West Kent Regiment of Yeomanry Cavalry.—R. Alexander, Gent. to be Cornet, vice the Viscount Brome, dec.

WAR OFFICE, Feb. 6.

10th Light Dragoons.—Capt. A. Foster, from the h.p. of the 14th Light Dragoons, to be Capt. without purch. vice Giffard, dec.

14th Light Dragoons.—Lieut. C. Thornhill to be Capt. by purch. vice Griffin, ret.; Cornet L. C. Bayntum to be Lieut. by purch. vice Thornhill; C. T. Griffin, Riding master, to be Cornet, by purch. vice Bayntum.

1st Foot.—Capt. H. J. Warde to be Major by purch. vice MacLaine, ret.; Lieut. J. Mayne to be Capt. by purch. vice Warde; Ensign Lord C. Beauclerk to be Lieut. by purch. vice Mayne. To be Ensigns by purch.—A. C. Hawkins, Gent. vice Hewgill, ret.; J. P. Gore, Gent. vice Lord C. Beauclerk.

3rd Foot.—Lieut. J. Whitworth, from the 94th Foot, to be Lieut. vice Longworth, exch.

7th Foot.—Lieut. Sir W. O'Malley, from the 45th Foot, to be Lieut. vice Walsh, exch.

40th Foot.—Lieut. T. L. K. Nelson, from the 63rd Foot, to be Lieut. vice J. Sweeney.

45th Foot.—Lieut. W. Walsh, from the 7th Foot, to be Lieut. vice O'Malley, exch.

53rd Foot.—Capt. the Hon. H. C. Grey, from

the h.p. Unat. to be Capt. vice Sir R. King, exch. rec. the dif.

55th Foot.—Lieut. F. W. E. Barrell to be Capt. by purch. vice Sir W. Scott, ret.; Ensign S. B. Lamb, from the 70th Foot, to be Lieut. by purch. vice Barrell.

56th Foot.—Lieut. J. G. Strachey to be Capt. by purch. vice Holyoake, ret.; Ensign L. Fraser to be Lieut. by purch. vice Strachey; J. Waddell, Gent. to be Ensign by purch. vice Fraser.

61st Foot.—Ensign J. T. Bligh to be Lieut. by purch. vice Kelly, ret.; J. B. Glib, Gent. to be Ensign by purch. vice Bligh.

63rd Foot.—Ensign P. Lindesay to be Lieut. by purch. vice Nelson, appointed to the 40th Foot; J. B. Lentham, Gent. to be Ensign by purch. vice Lindesay.

65th Foot.—Lieut. C. E. Gold to be Capt. by purch. vice Cassan, ret.; Ensign R. Newenham to be Lieut. by purch. vice Gold; Gent. Cadet R. Haldane, from the R.M.C. to be Ensign by purch. vice Newenham.

68th Foot.—Paymaster H. Hilliard, from the 28th Foot, to be Paymaster, vice H. Read, deserted.

70th Foot.—J. M. Colston, Gent. to be Ensign by purch. vice Lamb, prom. in the 55th Foot.

75th Foot.—Brevet Lieut.-Col. P. Grieve, from the Staff in North America, to be Major, vice Cox, exch.

94th Foot.—Lieut. D. F. Lohgworth, from the 3rd Foot, to be Lieut. vice Whitworth, exch.

Provisional Battalion.—Brevet Lieut.-Col. T. Weare, from the h.p. Unat. to be Major, vice Du Bordin, prom.

Unattached.—Major A. Du Bourdieu, from the Provisional Battalion, to be Lieut.-Col. without purch.

Staff.—Major W. Cox, from the 75th Foot, to be Insp. Field Officer of the Militia in Nova Scotia, with the rank of Lieut.-Col. in the Army, vice Grieve, appointed to the 75th Foot.

Memorandum.—The Christian names of Ensign Gore, of the 53rd Regiment, are, William Richard Ormsby.

OFFICE OF ORDNANCE, Feb. 2.

Memorandum.—The Commission of Assist.-Sur. S. Chisholm is antedated to the 17th of April, 1827, in order to place him in his former situation in the Ordnance Medical Department: but such antedate is not to carry back-pay.

WAR OFFICE, Feb. 12.

3rd Light Dragoons.—R. A. Moore, Gent. to be Cornet by purch. vice Ponsonby, ret.

9th Light Dragoons.—Lieut. W. Hankey to be Capt. by purch. vice Trower, ret.; Cornet J. Johnston to be Lieut. by purch. vice Haukey; J. A. Thomson, Gent. to be Cornet by purch. vice Johnston; Staff-Surg. A. C. Coleclough to be Surg. vice Melin, dec.

10th Light Dragoons.—Lieut. G. A. F. Quentin to be Capt. by purch. vice Foster, ret.; Cornet R. B. Wood to be Lieut. by purch. vice Quentin; Hon. A. A. Harbord to be Cornet by purch. vice Wood.

12th Light Dragoons.—Surg. C. Hamilton, from the 54th, to be Surg. vice Kenny, appointed to the Staff.

13th Light Dragoons.—Brevet Lieut.-Col. P. Savage, from the h.p. of the 24th Light Dragoons, to be Major, vice Sir J. Gordon, dec.

14th Light Dragoons.—W. Rodkin, Gent. to be Cornet by purch. vice Underwood, ret.

Scots Fusilier Guards.—Ensign and Lieut. R. F. B. Rushbrooke to be Lieut. and Capt. by purch. vice Clayton, ret.; Hon. C. G. Scott to

be Ensign and Lieut. by purch. vice Rushbrook.

14th Foot.—Lieut. A. A. Gapper, from the h.p. of the 13th Foot, to be Lieut. vice R. D. Spread, exch.

17th Foot.—Lieut. I. Blackburne to be Capt. by purch. vice Forbes, ret.; Ensign L. C. Bouchier to be Lieut. by purch. vice Blackburne, G. Heywood, Gent. to be Ensign by purch. vice Bouchier; Paymaster J. Moore, from the 53rd Foot, to be Paymaster, vice Carew, appointed to the 13th Foot.

31st Foot.—Ensign J. B. Duncan, from the 54th, to be Ensign, vice Cooper, dec.

32nd Foot.—Capt. J. H. Eveleigh, from the h.p. of the 14th, to be Capt. vice G. W. Edwards, exch. rec. the dif.

34th Foot.—Lieut. E. Daniell, from the h.p. of the 2nd Garrison Battalion, to be Lieut. vice Mathews, appointed Adj.; Lieut. J. H. Mathews to be Adj. vice Byron, prom.

53rd Foot.—Capt. J. Q. Pardey to be Paymaster, vice Moore, appointed to the 17th; Capt. C. Bagot, from the h.p. of the 87th, to be Capt. vice Pardey, appointed Paymaster.

54th Foot.—Gent. Cadet S. L. Smith, from the R.M.C., to be Ensign without purch. vice Dunnean, appointed to the 31st; Staff Assist.-Surg. E. M'iver to be Surg. vice Hamilton, appointed to the 12th Light Dragoons.

57th Foot.—Lieut. L. Westwood, from the h.p. of the 14th, to be Lieut. vice Alexander, exch.

56th Foot.—Ensign G. G. Biscoe to be Lieut. by purch. vice Glascock, ret.; J. C. W. Vivian, Gent. to be Ensign by purch. vice Biscoe.

75th Foot.—Lieut. J. Stewart, from the h.p. of the 78th, to be Lieut. vice Anderson, prom.

82nd Foot.—Lieut. H. Bates, from the h.p. of the 34th, to be Lieut. vice T. Byrne, exch.

Ceylon Rifle Regiment.—Second Lieut. H. Smith to be First Lieut. without purch. vice Morris, dec.; Second Lieut. W. Harlidy to be First Lieut. vice Holgate, dec.; Ensign W. L. Domenichetti, from the h.p. of the 95th, to be Second Lieut. vice Smith; E. J. Holworthy, Gent. to be Second Lieut. by purch. vice Domenichetti, ret.; Gent. Cadet P. L. McDougall, from the R.M.C., to be Second Lieut. vice Harlidy.

Unattached.—To be Captains without purch. —Lieut. H. Anderson, from the 75th; Lieut. R. P. Pack, from the 59th.

Hospital Staff.—Surg. M. W. Kenny, from the 12th Light Dragoons, to be Surg. to the Forces, vice Colclough, appointed to the 9th Light Dragoons; M. R. Burke, Gent. to be Assist.-Surg. to the Forces, vice M'iver, appointed to the 54th.

OFFICE OF ORDNANCE, Feb. 11.

Royal Regiment of Artillery.—Capt. and Brevet Major G. C. Coffin to be Lieut.-Col. vice Roberts, placed on the Retired List; Second Capt. E. Sheppard to be Capt. vice Coffin; First Lieut. H. Stow to be Second Capt. vice Sheppard; Second Lieut. G. H. Hawker to be First Lieut. vice Stow.

WAR OFFICE, Feb. 19.

13th Light Dragoons.—Capt. H. Stones to be Major, by purch. vice Savage, ret.; Lieut. T. T. Magan to be Capt. by purch. vice Jones; Cornet T. B. Jackson to be Lieut. by purch. vice Magan; C. H. D. Donovan, Gent. to be Cornet, by purch. vice Jackson.

2nd Foot.—Capt. R. Carruthers to be Major

by purch. vice Powell, prom. in the 40th Foot; Lieut. O. Robinson to be Capt. by purch. vice Carruthers; Ensign S. W. Jephson, from the 58th Foot, to be Lieut. by purch. vice Robinson.

7th Foot.—Ensign F. Whittingham, from the 83rd Foot, to be Lieut. by purch. vice Beauford, prom.

9th Foot.—W. D. Hilton, Gent. to be Ensign by purch. vice Carey, appointed to the 83rd Foot.

12th Foot.—Ensign R. Hely, from the h.p. of the 83rd Foot, to be Ensign without purch.

82nd Foot.—Quarterm.-Serg. J. O'Brien, from the 89th Foot, to be Quarterm. vice Hale, dec.

40th Foot.—Major T. Powell, from the 2nd Regt. to be Lieut.-Col. by purch. vice Dickson.

54th Foot.—Lieut. J. Guthrie, from the h.p. of the Chasseurs Britanniques, to be Lieut. without purch. vice Pack, prom.; C. Dressing, Gent. to be Ensign by purch. vice Jephson, prom. in the 2nd Foot.

63th Foot.—Staff-Assist.-Surg. C. Flyter to be Assist.-Surg. vice Callender, dec.

75th Foot.—Ensign J. Brabazon to be Lieut. by purch. vice Stewart, ret.; Gent. Cadet W. V. Guise, from the R.M.C. to be Ensign by purch. vice Brabazon.

77th Foot.—J. S. Prendergast, Gent. to be Assist.-Surg. vice Munro, resigns.

83rd Foot.—Ensign S. A. P. Cary, from the 9th, to be Ensign, vice Whittingham, prom. in 7th Foot.

Unattached.—Brevet Major A. Mackenzie, from the Royal Newfoundland Veteran Companies, to be Major without purch.; Lieut. G. De la Poer Beresford, from the 7th, to be Capt. by purch. vice H. Eccles, ret.

Brevet.—Lieut.-Col. J. Salmon, of the Hon. East India Company's Service, to have the rank of Col. in the East Indies only.

Hospital Staff.—A. Stewart, Gent. to be Staff-Assist. Surg. vice Flyter, appointed to the 69th.

Staff.—Paymaster C. Grimes, from a Recruiting District, to be Paymaster of the Invalid Depot at (Batham, vice Culyer, ret.; Capt. W. Castle (Paymaster of the 79th) to be Paymaster of the Cavalry Depot at Maidstone; Capt. H. B. Adams (Paymaster of the 71st) to be Paymaster of a Recruiting District; vice Grimes, appointed to the Invalid Depot.

Memoranda.—His Majesty has been graciously pleased to permit the 36th Regiment to bear on its colours and appointments, in addition to any other badges and devices heretofore granted to the Regiment, the word "Orthes," in commemoration of the distinguished conduct of the Regiment on that memorable occasion, on the 27th of February, 1814.

The half-pay of Lieut. T. Shillingford, 1st Prov. Batt. of Militia, has been cancelled from the 19th inst. inclusive, he having accepted a commuted allowance for his half-py. Surg. W. Newton, of the 17th Foot, has been allowed to retire from the Service, receiving a commutation for his commission.

OFFICE OF ORDNANCE, Feb. 15.

Corps of Royal Engineers.—Second Capt. C. J. Selwyn to be Capt. vice Penke, dec.; First Lieut. G. Du Plat to be Second Capt. vice Selwyn; Second Lieut. W. C. Hadden to be First Lieut. vice Du Plat.

Commission signed by the Lord Lieutenant of the County of Wilts.—Wilts Regular Militia.—W. C. Grove, Esq. to be Major, vice Villett, prom.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

At Barbadoes, the lady of his Excellency Major-General Sir Lionel Smith, K.C.B., of a daughter.

At Brighton, the lady of Lieut.-Col. Grey, of a daughter.

At Woolwich, the lady of Capt. Burnaley, R.A., of a daughter.

Jan. 30, at Cork Barracks, the lady of Major (i. G. Nicolls, commanding the Depot 90th Light Infantry, of a daughter.

Feb. 1, at Hamstead, the lady of Capt. Beechey, R.N., of a daughter.

Feb. 3, the lady of Lieut. Tinkler, R.M., of a son.

At Southsea, the lady of Commander S. P. Pritchard, R.N., of a son.

At Carrick-on-Shannon, the lady of Lieut. George Wynne, R.E., of a son.

Feb. 7, at Castle Biggs, county Tipperary, the lady of Lieut.-Col. Firman, late 82nd Regt., of a daughter.

Feb. 14, the lady of Capt. T. G. Wills, R.N., of a daughter.

In Dublin, the lady of Dr. Squair, 93rd Highlanders, of a daughter.

At Stonehouse, the lady of Lieut. Edward Tyndal, R.N., of a daughter.

In Chapel Street, Grosvenor Place, the lady of Captain Henry Bowden, Scotch Fusilier Guards, of a son.

MARRIAGES.

At Rome, Lieut.-Col. Wedderburn, Coldstream Guards, to Elizabeth Julia, third daughter of the late J. Stratton, Esq., of Faithinghoe Lodge, Northamptonshire.

At St. George's, Hanover Square, Lieut. Richard Gethen, 13th Light Dragoons, to Mary, youngest daughter of the late Sir Alexander Crichton, M.D., F.R.S., Physician to the Emperor of Russia.

At Speldhurst, Kent, Capt. Thomas Gordon, late of the 74th Regt., son of the late Lieut.-General Gordon, to Harriet, daughter of Lieut.-General Sir William Hutchinson, K.C.H., Governor of Carrickfergus.

At Sutton, Major Wakefield, 39th Regiment, to Anne, daughter of G. Wakefield, Esq., of Minworth Greaves.

At Great Marylebone Church, Capt. Lord Colchester, R.N., to the Hon. Elizabeth Susan Law, second daughter of the late Lord Ellenborough.

In Dublin, Major G. F. Berkeley St. John, 52nd Regt., to Henrietta, daughter of the late Rev. J. Jeaphson, prebendary of Mullabrack, Armagh.

At Burlington, Capt. Charles Henry Paget, R.N. to Miss Eliza Annals, of the same place.

At Shigo, Lieut. Peter Shuttleworth, R.N., to Alicia, youngest daughter of Charles Martin, Esq.

At Colwick, Lieut. R. Hammond, R.N., to Sophia, daughter of J. Masters, Esq., of Colwick Hall, near Nottingham.

At Alton Pancras, Lieut. G. A. Ayly, R.M., to Sophia, third daughter of the late J. F. Hart, Esq., of Pamphill House, Dorset.

DEATHS.

Aug. 13, at Bangalore, Madras, Ensign Morris, 39th Regt.

At the fortress of Chunor, near the city of Benares, in the East Indies, on the 28th of August last, aged 43 years, Matilda Margaret, the beloved wife of W. R. White, Esq., surgeon, 16th Lancers, and youngest daughter of the late

William Strutt, Esq., mayor of Sudbury, county of Suffolk. This amiable and inestimable lady proceeded with a widowed daughter to England last year, and when hastening to rejoin her anxious and expectant husband and family at Cawnpore, after an absence of nineteen months, was cut off in twelve hours by a severe attack of cholera.

Sept. 13, at Arncliffe, Madras, Capt. Ellis, 41st Regt.

Nov. 18, Capt. Moffat, h.p. 7th Gar. Batt.

Dec. 5, Lieut. Bott, h.p. 22nd Dragoons.

Dec. 7, Capt. Davies, h.p. Ind. Cos.

Dec. 11, at Ennis, Assist.-Surg. M'Grath, M.D., h.p. 20th Dragoons.

Dec. 13, Lieut. Tavernor, 82nd Regt.

Dec. 17, Capt. Denulph, 80th Regt.

Dec. 19, Lieut. P. O'Brien, late 13th R.V.B.

Dec. 20, at Newington, Lieut. J. O'Brien, late 1st R.V.B.

Dec. 30, at Patonstown, Lieut. Despard, h.p. 58th Regt.

Dec. 24, Capt. Timpson, R.M.

At Havre, Lieut.-Col. Diggins, formerly 11th Dragoons.

Lieut. Hatch, h.p. 76th Regt.

Dec. 29, Ensign M'Cunn, h.p. 44th Regt.

Dec. 31, at Lambeth, Surgeon French, M.D., h.p. 34th Regt.

Dec. 31, at Edinburgh, Lieut.-Col. Boyle, C.B.

At Chartres, in France, Col. Waller, C.B., Unat.

At Derry, Col. A. Brown, C.B., late 79th Regt.

Jan. 3, Lieut. Taylor, 69th Regt.

Jan. 6, Lieut. Hail, late 6th R.V.R.

Jan. 7, at Leeds, Lieut. Armstrong, Adjt. of the Recruiting District.

Jan. 7, in London, Lieut. Holgate, Caylon Regt.

Jan. 9, at Jersey, Ensign Haig, h.p. Royal Sappers and Miners.

Jan. 10, at Ottery, Devon, Capt. Coleridge, h.p. 39th Foot.

Jan. 12, at Cheshunt, Capt. Westley, h.p. 1st West India Regt.

Capt. Leaper, h.p. Unat.

Jan. 18, at Marsh-house, Dumfriesshire, Col. William Mein, C.B., a Deputy-Lieut. and Justice of the Peace for that county, and late of the 52nd Regt.

Jan. 24, at Ayr, North Britain, George Fairfowl, Esq., surgeon, R.N.

Jan. 30, drowned at Liverpool, Lieut. Joseph Walker, R.N., aged 51.

Feb. 1, at his seat, Shernfold Park, Sussex, Lieut.-Col. John By, R.E.

At Chillington, Capt. R. Giffard, 10th Hussars, youngest son of the late T. Giffard, Esq. and the Lady Charlotte Courtenay.

Feb. 2, at his seat in Ireland, Admiral Sir Thomas Pakenham, G.C.B.

Feb. 3, at Limerick, Capt. Benj. Roche, formerly of the 5th and 30th Regts.

At Dartmouth, Mr. John Woolcock, Master, R.N.

Capt. Thomas Cowan, R.N.

Commander Gamaliel Fitzmaurice, R.N.

Surgeon Wm. Pattison, R.N.

Feb. 6, Lieut. John Burnet, R.N., aged 36.

When a Midshipman he had the good fortune to save the life of a Dutch seaman, whose vessel struck and went to pieces in a heavy gale in Rye Bay, in 1821, for which the King of the Netherlands presented him with a splendid gold medal. In 1834 he jumped overboard from H.M.S. Lively, and saved the life of James Eastgate, a seaman, who fell from the main-top-mast head, in the

Sound, in a gale of wind, for which he received a vote of thanks from the Royal Humane Society. He also received a medal from the late King of Portugal for services rendered by the boats of the *Lively* in 1824; and a handsome certificate from Lord Huntingdon for attempting to save the life of Mr. James de Saumarez, who fell overboard from the *Valorous*, off the Havannah, on the night of the 21st of October, 1827, and was drowned. He was severely wounded when employed in the Coast Guard Service, by a pistol ball passing through his right hand.

Feb. 7, at Weymouth, Commander P. Ryder Minster, R.N. aged 64.

Feb. 7, at Devonport, Capt. Loyalty Peake, R.E. son of the late Sir Henry Peake, Surveyor of the Navy. Capt. Peake served in his distinguished corps with honour and credit during a period of 38 years, in different parts of the world, and had but recently returned from service at Halifax, Nova Scotia.

Feb. 10, at Bath, Commissary General Sir William Henry Robinson, K.C.H.

Feb. 10, at Tupsam, Devon, Lieut. Folliott, R.N.

Feb. 26, Alfred-place, Brompton, Robert Ross, the infant son of Lieut. W. S. Hall.

The late Colonel Alexander Mair, whose death is recorded in our obituary of last month, was born in 1755, obtained an Ensigny by purchase in the 43rd Regiment, in 1773, and, in 1775, a Lieutenanty in the same corps. He

accompanied his Regiment to Boston, in North America, in 1774, served with the Light Infantry Battalion till October, 1788, was present at all the various actions and active services in which the corps was constantly engaged during that period, and was repeatedly and most severely wounded. In 1778, he obtained a majority by purchase in the 40th Regiment, and on the 12th October, 1779, was removed to the 88th. In November, 1788, he embarked at New York for the West Indies, was present at the reduction of St. Lucia, and in the sea off Grenada, on the 6th July, 1790. He continued to serve in the different Caribbean Islands until his Regiment was ordered home at the peace, when he was placed upon half-pay, though nearly the senior Major in the Army, and having purchased all his commissions. After remaining ten years upon half-pay, he accepted a company of Invalids, in 1790, and the command of the corps at Portsmouth. In 1794, he obtained the brevet of Lieutenant-Colonel, and on 21st August, 1795, that of Colonel, when he was appointed commander of the troops at Hilsa. He subsequently was nominated to the Lieutenant Governorship of Landguard Fort, whence, at his own request, he was removed to the Deputy Governorship of Fort George, and appointed Colonel of the 7th R.V.B. He died at his house in Abercrombie Place, Edinburgh, on the 26th of January, aged 81 years. His Governorship will not, under the present arrangements, be filled up. His eldest, indeed his only son, is a Major in the 62nd Reg.

METEOROLOGICAL REGISTER,

KEPT AT THE OBSERVATORY OF CAPT. W. H. SMYTH, AT BEDFORD.

JAN. 1836.	Six's Thermometer.		At 5 P. M.			Pluvi- meter Inches.	Evapora- tor Inches.	Winds at 5 P. M.
	Maxim. Degrees.	Minim. Degrees.	Barom. Inches.	Thermo Degrees	Hyg ^m m. Fairs.			
1	40.3	30.2	30.40	35.7	786	—	—	E. by N. fine day
2	40.5	27.0	30.39	29.1	715	—	—	S.W. lt. breezes
3	40.8	27.0	30.35	29.0	845	—	—	W. lt. breezes
4	42.4	35.0	30.20	42.4	908	.035	—	W.S.W. violent gales
5	49.0	41.8	30.20	47.2	809	—	—	S.W. beautiful day
6	49.6	41.7	30.20	45.5	841	.010	.016	S.S.E. calm, foggy
7	49.0	40.0	29.97	41.1	801	.012	.017	E.S.E. calm, hazy
8	48.4	38.6	29.95	40.0	789	—	—	E by N. lt. winds
9	47.2	38.5	29.98	40.0	807	—	—	S.E. frosty day
10	41.2	36.3	29.48	36.0	775	—	—	N.E. violent gale
11	41.3	30.4	29.52	37.0	774	—	—	S.E. fresh breezes
12	41.0	30.2	29.48	39.9	797	—	—	S.W. lt. breezes, clear
13	37.2	30.0	29.82	36.8	818	—	—	W.S.W. fr. breezes
14	41.2	34.8	29.70	41.3	881	.130	—	S.W. str. breezes
15	43.9	40.5	29.70	41.0	700	—	—	W.N.W. beautiful day
16	43.8	25.0	30.20	36.7	666	—	—	N.W. calm, frosty
17	38.0	32.8	30.25	37.7	726	—	—	W. calm, fine day
18	37.9	32.6	30.03	37.0	755	—	—	W. str. gales, cloudy
19	40.9	32.8	30.30	36.7	601	—	—	S.S.W. beautiful day
20	39.7	33.0	30.17	37.8	800	—	—	S.W. calm, overcast
21	41.5	35.2	29.80	40.6	842	—	—	S. by W. lt. airs, fine
22	44.3	37.0	29.61	48.9	864	.954	.010	S.W. beautiful day
23	47.8	41.9	29.61	47.5	778	.159	.012	W.S.W. hard gales
24	47.8	41.5	30.04	44.9	725	.105	.015	S.W. beautiful day
25	45.0	40.5	30.35	42.6	748	—	.020	S.W. calm and fine
26	43.6	40.0	30.10	43.4	750	—	.013	S.W. lt. airs, cloudy
27	44.0	40.7	29.82	41.8	746	.025	.015	S.S.W. fresh and squally
28	45.3	40.6	29.56	42.6	734	.015	.010	W. lt. str. br. fine
29	42.0	38.2	29.37	40.8	716	.163	.012	W.N.W. fr. br. squally
30	40.3	33.7	29.42	39.1	690	.188	.014	N.W. str. br. clear
31	41.2	35.5	29.27	41.2	842	.279	.009	W.S.W. str. br. fine

THE ECONOMY OF A MAN-OF-WAR.

PART^{II}.

Attend this truth, by care-worn Sloth confest—
Who knows not toil can never taste of rest.

SINCE our first paper on this subject we have heard it criticized, though in a manner equally droll and flippant; for our aim has been so little comprehended, that the shot was mistaken for the boltless "thunder" of a theatre. It is advanced that we were not original in advising that Mids had better put up with jokes—should attire themselves tidily—should touch their hats to the King's parade—should keep the lee-side of the quarter-deck—should obey orders with alacrity, and all that. Now it so happens, that we never dreamt of claiming originality for what is necessarily familiar to the whole legion of Admirals, Captains, Lieutenants, Masters, Surgeons, Pursers, Mates, Midshipmen, and all other officers and people connected with the Navy. Indeed so widely, and so deeply spread is this *peritua loci*, that it were as *shameful* in us to be unacquainted with the common forms, customs, and idiom of the floating bulwarks, as it would be *discreditable* for any officer of the fleet to appropriate them as his own. A dandy considers the dog a miserable animal, because he is condemned always to wear the same coat; in like manner, naval discourses may be deemed vapid, because they are all necessarily of the same tenor. Blumenbach maintains that "what is true cannot be new;" and really, an inspection of the various editions of the "General Printed Instructions" will show how exactly the actual duties of each officer have been, from time to time, pointed out by the Admiralty. This well-known official code is so valuable a digest of the service at sea, that Captain Griffiths emphatically styles it "the manual of our duty." But this is not all, for the writings of Captain John Smith, Master Tapps, Captains Sturmev, Colson, Falconer, and Bourd , prove that the tyro had not been neglected by able seamen; and even the lower grades of marine bipeds had their "Daily Assistant" by Hasladan, and their "Vocabulary," and "Examination," by the recondite Hamilton Moore, while all the natives of a man-of-war, from the Captain to the swabber, were shown up for their amusement in those tasteful productions "Advice to Officers of the British Navy," and the "Wooden World Dissected." Latterly we have had works of still greater detail than those which preceded them. In 1807 the late Captain Davic published a popular, though an anonymous little book of "Observations and Instructions for the Use of the Commissioned, the Junior, and other Officers of the Royal Navy." This work, the merit of which was erroneously given to Sir Home Popham, contains tables for berthing and watching ship's companies, in all rates; for the general appropriation of men at quarters; for furling sails; mooring and un-mooring; making and shortening sail; working ship, &c.; together with a complete set of forms for watch, station, and quarter-bills. This useful treatise was seconded in the following year, by the excellent and unique "Young Sea Officer's Sheet Anchor," of Darcy Lever, which is, as its title imports, an admirable key to the leading of rigging, and to practical seamanship. To these may be added the "Suggestions" of

Captain A. Schomberg; the "Naval Hero" of Admiral Watkins; the "Naval Gunnery" of Sir John Pechell and Sir Howard Douglas; the "Practical Hints" of Captain Griffiths; the "Naval Officer's Guide," by Lieutenant Martelli, and a host of lighter artillery, by Arion, Neptunus, Nauticus, Mercator, Archytas, and a host of others, in our own pages.

In this abundance of information upon a subject which must be treated by all in a substantially similar manner, can we be candidly accused of non-originality on points which do not constitute the animus of our lucubrations? We will allow hypercritics to weed our last paper of all such technical passages, and we trust that the clearance will not interfere with its object, which is rather to identify fact, and impress sentiment, than to dilate upon details which all but "hard bargains" are necessarily acquainted with. We might as well expect to see "Newton's Principia" dramatized, as to find any absolute novelty in the routine of him who has, as Collins terms it, "addicted himself to maritime affairs;"—yet we considered that to the youngsters, and the non-professional readers, some few particulars might prove interesting. On several points, therefore, we must fall in with those who have already expressed our thoughts,—thoughts which are common to thousands; but we do not consequently resemble the manager in the "Critic," who sometimes "took the best parts of their tragedy to put into his own comedy." Our principal end is, in describing the interior economy of a man-of-war, to extend what all its natives must know more or less, by an endeavour to further the cause of sound principle; and though some particular points of so diffused a subject, can never be determined by any general rule, and therefore admit of no argument which can command universal assent, we shall endeavour, to the best of our judgment, to point out the least objectionable paths. Such are our conditions, and those who dislike sailing in squad have permission to part company. We, in the mean time, shall stand on our course, happy to steer our labours in safety between the foaming breakers of snarlers, and the absorbing gulf of those literary cormorants, the buttermen, trunk-makers, and venders of aromatics;—

—"in vicum vendentem thus et odores,
Et piper, et quicquid chartis amicitia ineptis."

Having left our Midshipman ready for promotion, we now suppose fortune's breeze to have blown so favourably that, possessed of his bit of parchment, he has joined a dashing frigate. While he takes the first dinner with his new messmates, and listens to argute discussions on the setting of sails, or the fate of nations, we will take the opportunity of introducing those gentlemen in succession. Nor need the "gentle reader" be under any apprehension for the behaviour of "boots" at the new table, since the allowance is under wholesome restriction, and though there are four distinct degrees in the scale of conviviality—cheerful, half-flying, glorious, and mortal—even the first is not usually exceeded at sea, the fourth is highly discreditable, and never permitted on any occasion, however joyous. Should the mess advance from cheerful towards half-flying, it will be time for its graver members to decamp, and as such might follow the occasion of a fresh officer's joining, we will quit them, and attend to the gentleman who has just retired. He is the

CHAPLAIN.

The old saying, "Qui nescit orare, discat navigare," shows that sea-

life has ever been thought congenial with religious feeling; and it is proved by experience, that there is much greater security for a man doing his duty well, who is bound by a sense of moral obligation to its performance, than for him who acts under the guidance of mere animal impulse. A high tone of piety, with resolution and perseverance, are very probable results of marine employments, and living among contending elements. Out of such an order the first promoters of Christianity were chosen. "From what class of men," exclaims Dr. Clarke, "did our Saviour select his early followers? Did he go in search of them to the stately palace, or the crowded Sanhedrim? It was from the sea-shore of Judea that he called men from their maritime occupations, to become the first preachers of his gospel."

This conviction, and the deleterious spread of *blue-light-ism*, shows that such a rational promoter of the one, and steady bulwark against the other, as a well-educated Chaplain, is a most important addition to the muster-roll of a man-of-war. Religion advances the true interests of mankind, and is the best ally of order and civil government; fanaticism is the most untameable enemy of them, and cripples every exertion of intellect and good feeling, whence the awful difference between the conscientious Christian, and a hot-headed, intolerant "psalm-singer." It was *real* piety that prompted such a man as Anson, on landing from his memorable voyage, to fall on his knees and offer an ejaculatory prayer to Him who had preserved him through such imminent dangers; and no sooner was the tremendous conflict of the Nile decided, than Nelson ordered grateful thanksgivings to the Almighty, by the whole fleet, to the utter astonishment of the French prisoners, one of whom remarked, that the solemnity of the scene, at such a moment, almost persuaded him to turn Christian again! But while all history shows that religion civilizes the brutal, it also proves that superstition brutalizes the civil; that while the former confers enlightened views of human life, an enlarged knowledge of duty, and powerful motives to the practice of it, the latter deludes its followers to a sacrifice of reason at the shrine of ignorance, folly, sedition, and blasphemy. The doctrines of Christianity exhort to good-will and subordination; the arrogant tenets of fanaticism adopt the passionate impulse of prejudice, and harden the heart. Indeed such melancholy marks of idiotism, presumption, and inexorable uncharitableness mark the progress of those under a counterfeit or imagined inspiration, that the question seems rather one of nosology than religion, and is merely broached here in advocacy of a Chaplain instead of a ranter,—of order in place of disorder. That our tocsin is not sounded in mere moonshine will appear clearly to all observant officers; and therefore we abstain from citing examples, otherwise than by asserting that the melancholy condition to which a man-of-war may be degraded by the self-styled "Regenerators," was proved in evidence at a court-martial at St. Helena, in 1819, wherein was unfolded such a scene of sedition and frenzied blasphemy, on board the *Favourite* frigate, as presented a deplorable picture of the fickleness, conceit, and imbecility of the human mind, when permitted to indulge in visionary caprices—" *Nel dubbio, e' l' forse, e' l' come, e' l' perchè.*"

Nor is it among the ignorant and weak only that danger has been incited by the dissemination of mal-information. This is owing to the bell-wether system of following a fashion, and joining a clique; for

while with one set the imagination may be cultivated at the expense of judgment, another and a greater party degrades elevating and moral instruction below the study of the money-making arts of chemistry, commerce, and manufactures, to the neglect of the understanding and moral virtues. We, therefore, who still venture to think that the social scale is ennobled by humanizing the affections and purifying the feelings, view in the naval Chaplain an agent for stemming the torrent of error which is afloat, and implanting that sound basis of information, without which knowledge itself may become folly. Ganganelli thought education a mere varnish, unless it had piety for its foundation; and we are told that the ancient Persians had public schools, in which virtue was taught as a liberal art or science. This was a wise institution for the promotion of human happiness, which does not depend upon rail-roads, steam-engines, or the minute classifications of the naturalists; on the contrary, reflection has already favoured the opinion that vital philosophy, spiritualized and exalted by religion, from inspiring temperance, justice, fortitude, prudence, and humanity, is of more real advantage to human nature, than elevation to the highest summit of mechanical philosophy.

The office of Chaplain is one of the most ancient in the Navy, being almost coeval with its establishment. It is singular, however, that a letter from George Duke of Buckingham, under date of the 29th July, 1626, had led some to suppose that the introduction of such an establishment first took place in that year; being written to the University of Cambridge, in behalf of Daniel Ambrose, stating his being appointed to one of the King's ships, and that his Majesty expected the University would not suffer him to experience any detriment in the college to which he belonged, from being so employed in the Navy. But this was merely a request from power to procure Ambrose the immunities and emoluments of his fellowship while at sea, and thereby intimate that the King was careful of such scholars as were willing to put themselves forward in so good actions." This communication, coupled with being almost identical in date with the grant of groats from the seaman's wages to Chaplains, has given rise to the error. There is occasional mention of them earlier; and by a report of the Commission appointed to inquire into the state of the Navy in 1618, it is shown, among other abuses, that, "in the narrow seas, there is an allowance demanded for a preacher and his man, though no such devotion bee ever used on board." From these statements it seems that the nominations may have been irregular and arbitrary; a point further illustrated by the observations of Sir Robert Slingsby, in 1669, that the Chaplains would not relinquish their monthly fourpences without clamour—"whose places, if they were vacant, the groat were due to the King, but it is not likely that any were vacant, since there were soe many gifted men (which could not want) to take upon them that employment."

We hope these "gifted men" found ships, and that the flocks were not left open to craft or credulity. Saintism is not the mere growth of the day. In 1678 the worthy Henry Teonge was Chaplain of the Bristol, of 48 guns, who, though an ardent lover of "pigg" and "ghoose," and the "strainge liquor punch," was evidently an honest, pious, and orthodox *Parson Adams* of the sea. In his curious journal, which has but recently been brought to light, he thus introduces an officious

gentleman, and resents his interference :—" Nov. 3. The Lord Mordaunt, taking occasion by my not being very well, would have preached, and askt the Captain's leave last night, and to that intent sate up till four in the morning to compose his speech, and intended to have Mr. Norwood to sing the psalme. All this I myself heard in agitation ; and resolving to prevent him, I got up in the morning before I should have done had I had respect to my owne health, and cam into the greate cabin, where I found the zealous Lord with our Captaine, whom I did so handle in a smart and short discourse, that he went out of the cabin in greate wrath. In the afternoone he set one of the carpenter's crew to worcke about his cabin ; and I being acquainted with it, did by my Captaine's order, discharge the woorkeman, and he left woorking ; at which the Reverent Lord was so vexed, that he borrowed a hammer and busied himselfe all that day in nayling up his hangings ; but being done on the Sabbath day, and also when there was no necessity, I hope the worcke will not be longe-lived. From that day he loved neyther mee nor the Captaine."

This Lord Mordaunt, then in his twentieth year, was afterwards the celebrated Earl of Peterborough, a nobleman described to have been " born with an exalted imagination, a romantic cast of mind, and a restless activity, and distinguished from ordinary mortals in everything which he did." He was buried at Turvey, near Bedford, where are several handsome monuments of the Mordaunts, some of which bear the recumbent heroes and their dames, at full length, under canopies supported by pillars." The " sic transit " is, however, here shown with a vengeance ; for the family having been lords of the soil, it was thought, with the famous P.P., that further particulars were unnecessary, and inscriptions were therefore dispensed with. But the descendants are out of the county, and it is now problematical to what individuals the costly piles were erected ; and even the sword, which we have handled, with the helmet and gauntlets shown as the great Earl's, are assigned thus only by tradition. So loosely have the " family honours " sat latterly, that the present hopeful wearer, being lately written to respecting a slight repair of the monuments, replied, that " they might mend the roads with them if they pleased." We hope to stand excused this slight digression, in the mention of one who bore the offices of the United Service, both as a soldier and a sailor ; and had Swift been aware of old Teonge's anecdote, he would have represented the gallant nobleman as capable of filling another department besides those he enumerates :—

" Shines in all climates like a star,
In senates bold, and fierce in war ;
A land commander and a tar."

To return. The Chaplain must be a clergyman of the Established Church, and he is strictly to perform Divine service according to its liturgy, under the cognizance of the Bishop of London. He must remember that it is his indispensable duty, insisted upon by the Naval Rules, that the morality of his conduct, and the decency, sobriety, and regularity of his manners, be such as become the sacred office to which he is appointed, and such as may inspire the ship's company with reverence for it, and respect to himself. These conditions, as far as our knowledge extends, have been so well fulfilled, that such blots as have occasionally appeared in the corps of Naval Chaplains can only be

considered as exceptions to a general rule. Even the lighter deviations from grave deportment among them are uncommon. There may have existed clerical dandies, who have given rise to the *jeux d'esprits* which have appeared; and instances might occur even of their disagreeing with their messmates, so as to occasion the comic poetical "Petition to the Ward-room Officers," which the curious reader will find in the first volume of Dodsley's Annual Register. But we can safely appeal to the experience of the Service, in declaring such cases to be of extreme rarity. Their general deportment is agreeable to their compeers, even though they may vanquish the Doctor in metaphysics, or puzzle the calculating Master on lunars; and they seem aware that it is more becoming of their station to possess influence rather than power, seeing that the one guides, but the other compels. By such means their services have been acceptable from the quarter-deck to the orlop; and it is highly creditable to all parties that, so uniform has been their career at sea, there is no instance on record of disrespect to their persons or office, on the part of the seamen; even the term "devil-driver," which is sometimes used, is levelled more in good humour than personality.

The Chaplain is strictly enjoined to instruct in the principles of the Christian religion not only all such young gentlemen as the Captain shall put under his care, but all the boys in the ship; he is to hear them read, and to explain to them the Scriptures and the Church Catechism; and he is to be always ready to give such assistance and instruction on religious subjects as may be required of him by any officer, or other person in the ship. In addition to the duties thus exacted in mental cultivation, the Chaplain may voluntarily render himself instrumental in forwarding and directing the study of wholesome books, and thereby raise the standard of moral culture. It is not the mere amusement of the passing hour which we hold in view, but that soundness of information gained by access to standard works,—a necessary rather than a luxurious course of reading, by which knowledge may be enlarged, and principles fixed.

It is difficult to pronounce whether such intentions can be carried into operation throughout a ship, or even how far among its classes. We have met with a mess library; and Sir Sidney Smith presented us with a code of regulations to be observed in the reading-room which he established in the *Hibernia*, off Toulon, in 1813. By this document, which was printed on board, that gallant Admiral allowed the officers, petty officers, his or their guests, and the passengers in general, free access to his books, maps, and charts, in a stipulated portion of the fore cabin. The most absolute silence was to be maintained; salutations mutually to be dispensed with; and the utmost order observed in the priority of selection of books. This was honourable both to the hero and the beautiful ship in which his flag was flying; but it was rather the liberal act of an individual than a public establishment; and we therefore noticed with sincere pleasure the proposal for a general library on board the *Leander*, in January, 1816. The prospectus and regulations for its government do the highest credit to the judgment and taste of Lieut. Baker and Dr. Quarrier, who drew them up, and who, as an earnest of their zeal in the good cause, offered their books, consisting of some hundreds of volumes, for the use of the subscribers. "We maintain," said these gentlemen, "that naval officers have the greatest opportunities of acquiring information, and it only requires a

proper direction to render it useful to society." The plan has been extended; and we are gratified to find that a seaman's library has been successfully formed in H.M.S. *Excellent*, at Portsmouth, by the exertions of Captain Hastings.

It may appear to be poaching in the province we have just assigned to the Chaplain, to give an opinion upon this important and interesting topic; but seeing, as we do, that an increased craving for reading is abroad, we deem it necessary that all should unite in providing a wholesome and rational supply. Both amusement and instruction must be considered. Studies to be useful and permanent must be precise and systematic; otherwise the steps to improvement will be forgotten, like the wake left astern by a ship, which closing, conceals all knowledge of her course for ever. In forwarding this indulgence there must be no force. The honourable distinction that will mark successful assiduity, and the infallible contempt which must stigmatize ignorance and indolence, both operate to salutary ends, and in this department are perhaps the only incitements which can be applied. One person may have a taste for mathematics, while another, with real literary ardour, can no more follow in his steps, than Daniel Lambert in those of Monsieur Vestris. We therefore venture to submit the following assortment, as one into which a general marine library might be classed:—1. Religious and moral works; 2. Astronomy, mathematics, and the nautical arts and sciences; 3. History, chronology, and geography; 4. Voyages, travels, and biography; 5. Natural history; 6. Poetry and drama; 7. Instructive and amusing tales; 8. Periodicals, essays, and miscellanies.

The Chaplain is strictly enjoined to be attentive to perform, with due solemnity, the duties of the Lord's Day, that the ship's company may be impressed with devotion; and he is carefully to adapt his discourses to the capacity of his hearers and the nature of their situation, that his instructions may be intelligible and beneficial to all who hear them. On this important point, it is a pleasing duty to bear testimony to the propriety with which the Sabbath-service is celebrated afloat. The crew, who are ever ready to receive instruction, assemble at the "Binnacle Pulpit" with a decorum and attention unexcelled by any other Christian congregation; and the ceremony of divine worship is conducted with an attractive and proper solemnity, the respect and reverence being as general as it is becoming. Even the very sight of the ships, when the unassuming peak-pendant is hoisted for manly prayer, excites a deeper devotional feeling in the spectator than when he sees the arrogant and pharisaic Bethel flag flying.

A young Chaplain has at first his course to shape, and may be at a loss how to address a class of people whose habits he is so utterly unacquainted with. Could we advise on so delicate a point, we would recommend his avoiding, with equal care, the furious rant of the zealot, and the sneaking mildness of the courtly priest, who,

"With smile too sweet to talk severe of sin,
Or show the trace of serious thought within,
Where, when resentment kindles into ire,
No honest brow proclaims the generous fire,
But with a placid stare, afraid to strike,
He delicately murmuring, lips dislike."

A well-disposed Chaplain may enforce the good effects of religious habits by precept and example; and no place more than a ship of war

affords proper means to minister to the spiritual wants of his floating flock. In a knowledge of this, his instructions direct him to apply to the Captain to appoint an intelligent person to instruct, under his directions, the boys of the ship in the catechism and in reading; he is very frequently to superintend the conduct of the person so appointed; to see that he is attentive to his duty, and diligent in teaching the boys, whom he is often to examine himself, that he may judge of the progress they make; and he is to report to the Captain all those whom he shall find idle, or irregular in their conduct, that they may be punished; and all those whom he shall find diligent and well-disposed, that they may be rewarded as they deserve. By a punctual fulfilment of these directions, the Chaplain may be the dispenser of material benefit throughout the whole ship; and he will thereby show that religion is aloof from the substitution of ceremonial for moral duties, which we are too fast approaching,—as if Christianity consisted in merely reading or hearing a given number of prayers on a Sunday. The promotion of loyalty, fellowship, honesty, and virtue, and the consequent prevention of crime, are matters deeply important to the general welfare of the social and religious community, and are therefore in the very van of the pastor's obligations. We are not advocates for that surrender of conscience and judgment which the Roman Catholic priest demands from his adherent, but we think that a beneficial influence among his flock may attend the well-directed exertions of a naval Chaplain. Captain Griffiths, among some judicious observations on this head, relates an anecdote in point:—

“A Chaplain, if correct, gentlemanly, and with a zeal tempered by judgment, has *much* in his power. His influence must be great among the officers, and not less so among the crew, whose respect for him will be in exact proportion as he respects himself. Punishment may be mitigated through his good offices and counsel, to those over whom it is hanging, instead of their becoming hardened by despair, and the influence of bad advisers. In illustration of the benefits which may thus arise, a circumstance on board his Majesty's ship *Cæsar*, at Gibraltar, is not inapplicable. A fore-castle man, one of the best men in the ship, was brought off from the shore by two serjeants, accused of having picked the pockets of a drunken companion; and the story was so well told, that no doubt existed in the minds of any one who heard it. The man was consequently ordered up for punishment and required to confess. This he positively refused to do, and firmly asserted his innocence: the Captain, unwilling to hazard the punishment of an innocent man, resolved to try him by Court-martial, where the subject might receive the fullest investigation. The accused implored to be punished, said he must be convicted, and that his punishment would be so much more severe. He was, however, remanded into confinement, and the Chaplain, the Rev. Evan Holliday, constant in his good offices to men so situated, used them to produce contrition and confession. Struck by the tenacity of the accused in the assertion of his innocence, he went on shore, and by dint of the most indefatigable researches, at length discovered that the seaman was innocent, and that the serjeants themselves had perpetrated the robbery.”

The Chaplain is specially directed to be very assiduous in his attendance on any of the sick who may desire it; and if any men shall be dangerously ill, he is, although they should not request it, to go to them to prepare them for death; and to comfort or admonish them as the state of their minds or other circumstances may require. On this head we would recommend that the extreme state of a man on the sick-list

should not be made the gauge for the Chaplain's appearance beside him, lest such customary attendance become detrimental to the patient. We have known a case of the kind, where the entrance of the Clergyman was noted as the "death-warrant" of the person he approached. Occasional general visits to the sick bay would, therefore, be advisable, in order to dissipate terror, and let the invalids find that religious consolation is really the balm of our existence, and the source of comfort amidst the cares and troubles by which life is surrounded.

When the ship is in action the Chaplain may be of material use to the Surgeon in the cock-pit, where the duties often require as much fortitude as those on deck; and where he may even be exposed to wounds and death. It is therefore a false feeling that prompts *civilians* to be so delicate, on those occasions, of repairing to where they can be most useful.

Such being the important duties of a naval Chaplain, we have only to regret that the supply was not adequate to the demand, whence, during the last two wars, an opportunity was offered to designers under *monita secreta*, and silly lank-haired unionists to crawl into the vacant places. There was an old order that no ship having 100 men on board should go to sea without a Chaplain; this probably the exigencies of the state could not allow; but the small number of clergymen employed in the whole navy affords both an evidence that the provision held out was not sufficiently liberal to tempt men of talent, and also that the Administration had been remiss on the point. At length by an Order in Council, dated 4th of March, 1812, it was ordered that every ship, from a first to a fifth-rate inclusive, should be allowed to bear a Chaplain on her establishment; and some regulations, adopted apparently from a plan by the Rev. Joshua Larwood, were made as to their pay, half-pay, and pensions. A Chaplain-general was appointed; and the order recommended that, for the future, the Chaplains should take upon themselves the office of schoolmaster in addition to their sacred functions; and for their pains, in thus becoming at once pastors and preceptors, the portion of Queen Anne's bounty heretofore given to schoolmasters was to be granted them, together with a stipend of 5*l.* per annum, deducted from the pay of each pupil. This had the mark and appearance of a desirable enactment, since the station of schoolmaster, without the clerical character and acquirements, had been but indifferently filled; and though no ostensible public saving might be effected, it would occasion one "idler" less on the books, which is always desirable in such small communities as ship's companies. In the arrangement it was considered that as the Chaplains, in addition to their classical education, were partially instructed in mathematics, the acquisition of marine science, as the use and adjustment of nautical instruments, with the taking and reducing of observations, was readily within their power; and that they might very easily add to their sacred duties the preceptive requisites required by the printed instructions from schoolmasters,—namely, to be "well-skilled in the theory and practice of navigation, and in all such branches of the mathematics as may be necessary to qualify them to instruct young men."

The "Corps," however, did not receive it kindly. So far from giving them the satisfaction expected, they drew up an angry memorial, complaining that the advantages which they had formerly enjoyed were diminished, and that the new "Order" contained little to encourage

well-educated clergymen to enter the Navy, or compensate them for a conscientious discharge of their office on an element where they must inevitably meet many hardships and inconveniences. Moreover, they alleged it as a serious grievance, that those who had attained to first and second-rates, to be at once curtailed of a quarter of their pay, or be compelled to take upon themselves the obligation of schoolmaster, which many of them deemed to be incompatible with a righteous discharge of their clerical occupations. But these opinions were far from being unanimously entertained.

In 1827 a circular was addressed to the clergy of the Navy, by his Royal Highness the Lord High Admiral, desiring them to communicate with the Rev. S. Cole, Chaplain of Greenwich Hospital, in all matters relative to the official discharge of their functions, and to prohibit the distribution of all religious tracts, or other scriptural books, on board the respective ships to which they are attached, that had not received the reverend gentleman's approbation. This spirited and most proper enactment stung the "New Lights" almost to madness, and the "Religious Censorship" was, and is still denounced as a crime against God and the State. We will endeavour to show that its promulgation deserved public thanks.

When the Lord High Admiral took office, there were two grand parties of sectaries, who, under false colours, were wheedling the lower order of seamen to their purposes. Though these bodies soon united into a dissenting confederacy, their objects were not altogether identical. The first was the most organized and formidable host, and its efforts were aimed, both directly and indirectly, to political purposes. Under a command of funds apparently unlimited, they availed themselves of office, power, and wealth, to infect all within their range with the old leaven of puritanism; and as experience and history both concur in showing that men who make their own interests the stepping-stone to their views, through a particular and abstract system of religious faith, are dangerous hypocrites, our inference upon them may be opined; and we are justified, in any suspicion we may entertain of their motives, by facts. Turn simply to the origin, progress, and success of the Puritan Plot, in the seventeenth century, and there will be found similar principles, means, and men, making their circumventive and Jesuitical advances under the same assumed mask. The second class is a mass whose grovelling fanaticism would prevent their being alarmingly mischievous, except as tools and allies of their cunning leaders. They consist of the "Redeemer's dear friends," and of "Evangelicals," as they presumptuously style themselves; and being mere enthusiasts, have, perhaps unwittingly, lent their aid to the daring designs of speculative and visionary politicians.—"Being carried hood-winked like haykes," saith old Burton, "how can they prove otherwise than blinde ideots, and superstitious asses?"

But though with different ends in view, the *joints* of the sectarian confederacy adopted very similar means of procedure, dispatching lank-haired groaners and consecrated cobblers in every direction, to preach down amusement, mirth, and recreation,—sacrifices which the Protestant ritual neither demands nor expects. The "gullish commonalty" could not distinguish the difference between the zealous incorporation for the promotion of Christian knowledge, instituted by the regular clergy in 1698, and the Bible companies pretending to act

under the name and sanction of the Church: it was no wonder, then, that they were deceived—that with them cant superseded piety—that form should oust devotion—and that an ostentatious display of so-called inspiration should take place of quiet benevolence and sincere good-will towards all mankind. Hence the popularity of love-feasts, preaching-parties, Bethel-unions, psalm-singing and slop-swilling trips to the Nore, and the twaddling of petticoat saints,—in which all the world but themselves are charitably consigned to perdition, with the ravings of a Brothers, a De Maineluc, an Irving, or a Johanna Southcott. Many of the neophytes, however, have discovered to their cost that “there is more heat than holiness in a cowl,” and that sighs and groans do not always carry a conviction of piety, or evince, to use their own jaw-breaker, unworldly-mindedness. But that is their own look-out: our immediate concern is to show that the Lord High Admiral’s circular to the chaplains was urgently called for. It was absolutely necessary to repress those men who oppose the circulation of good books, from inundating the Navy with trash reprobating the Service as one of bloodshed and violence, and tending, under a shameful tissue of misrepresentation, to subvert order and discipline, by bringing all authority into contempt. We could readily furnish hundreds of examples of the style, and disregard of truth which distinguish the tracts which they actively and widely distributed in the men-of-war and merchant ships, but we can only spare room for a single specimen. It is usual with the fabricators of these “pious” falsehoods, to allot the burden of the story to a holy servant, a saved sinner, or some pauper who sold everything but his Bible, and brought the produce to his preacher: in the present case a “Liberated African” is the mouth-piece:—

“THE CONVERTED AFRICAN.

“Written BY HIMSELF.—Part I.

“This Piece was published by WILLIAM LUBOYS, an African, who was converted by means of the Methodist Missionaries at Gibraltar.

“There is therefore now no condemnation to them which are in Jesus Christ, who walk not after the flesh, but after the spirit.”—Romans viii. 1.

“DEAR READER—I here address you with this small epistle, in hopes you may receive benefit from the same: accept this from an African, and the Lord grant that it may be the means to accomplish your eternal salvation. It is impossible for me to say what I felt at the moment; but you, my dear friends, who have been brought to a knowledge of the truth, may or can be acquainted with what must be the feelings of a wretched, poor, miserable sinner, being at the time under sharp conviction for sin, especially as I saw myself encompassed in a dreadful labyrinth, deeply immersed in the vast depths of sin. I laboured under this sharp conviction for nearly three months before I was set at liberty, at which time I was a seaman on board the *Wizard*, Captain MOSKERRY, in his Majesty’s Service, but by diligent application and fervent prayer, which before I was a stranger to, I found relief. Some time after, it happened as I kneeled down to pray between the guns on the main deck, that Mr. THOMSON, the First Lieutenant, overheard me, and ordered the Master-at-Arms to put me in irons till Monday morning, saying he would flog the Methodist out of me. The time being come, I was brought to the gang-way like a prisoner to the bar, and ordered to be tied up; I stood trembling every joint about me, waiting for the boatswain’s mate to do his duty, to gratify his vicious appetite. He ordered him to do his duty, and when he lifted up his hand to strike me—‘Stop, Sir,’ said I, ‘I wish to speak a few

words,' to which he consented, and I proceeded to speak thus:—'The Saviour whom I love *has ordered me to present my case* through his precious blood: how can I escape, if I neglect so great salvation?'—'Is this a specimen of your abilities?' said he. I replied—'*Can the servant be greater than his master?*'—on which he called on the boatswain's mate—'We will hear none of his preaching, so do your duty.' Observing the boatswain's mate stop his hand at the first lash, he again called to him—'Why do you not do your duty?' The man answered—'*I cannot.*'—'Why not?' said the Lieutenant.—'*Because my hands are stopped by the Lord, I cannot.*' Under this conflict the boatswain's mate *was brought to a conviction of sin*, and cried with a loud voice—'Save, Lord, or I perish.' However, I escaped the punishment, being ordered to be taken down. Thus, *gentle reader, you see that if the Lord be on our side, who can be against us?*

"Nearly three months after, I went on shore, and happening to join with the society belonging to the Methodists, I asked them to pray for me, and informed them of every particular before related.

"Two months after, some of the officers, in derision, ordered me aft on the quarter-deck, and said—'Come, let us hear you preach to the sailors.' I arose from my berth, and went as desired. I sung part of the 103rd Psalm, and afterwards took a passage from Gen. xxiv. 56,—'And he said unto them, hinder me not, seeing the Lord hath prospered my way, that I may go to my master.'—The Lord was with me at the time, and helped me to address my shipmates; I spoke a few words after my discourse respecting Missionaries, and prayed the Lord would assist them in their undertakings. Gentle reader! I make bold to lay this before you, being a true account of my first conversion, hoping that I have not offended. In my next epistle I shall, with Divine assistance, lay something more before you.

"I am yours, &c.

"WILLIAM LUBOVS, an African."

Now, after such seditious food as this has been crammed on board—after strenuous attempts to emascuate the character of the hardy tar—and after the "Bethel flag" has been daringly hoisted, in a King's ship, above the venerated colours of our country—was it not time for the spear of Ithuriel to be stretched forth? Was the Lord High Admiral to wait till the crews of every ship in the Service became divided into knots of saints and sinners, mutually reviling and denouncing each other, to the incalculable detriment of their public duties? We fearlessly say, No! The Duke performed a manly, patriotic, and Christian part. It was not because books, but because improper books, were insidiously distributed, that the stinging order was given, and a stopper clapped upon works which, under the form of piety, went directly to undermine order, generate fanaticism, and give a distempered and morbid action to religious impressions. Wild has been the wailing of the wounded vermin, whose designs were thus so unexpectedly and so effectually frustrated, who were already chaunting their Pæans over the regenerate fleet; and we have had auricular evidence that their anger has not even yet subsided.

"If these be saints 'tis vain, indeed,
To think there's good or evil;
The world will soon be of this creed—
No GOD—no KING—no DEVIL!"

ON THE PAY AND ALLOWANCES OF KING'S OFFICERS IN INDIA.

AN investigation into the pay and allowances of the British Army in India is one in which so many of our military readers must feel interested, that we are sure no apology is necessary for giving it a place in those financial inquiries to which our attention has for some time past been devoted.

It suits the purpose of the civic rulers of the East to create an impression on the minds of the public that the large portion of our troops in their employ are paid with a liberality commensurate to the importance of the arduous duties they have to perform, and the life of exile they are doomed to undergo. So general is this impression, indeed, that it was but lately we were told by the noble senator who opened the discussions in regard to Russian policy in the House of Commons*, "that it was well known the maintenance of the troops in India cost three times as much as at home;" though in point of fact we are quite prepared to show, by a detailed statement of figures, that the sum actually disbursed by the East India Company on their account is considerably less than would be paid by the British Government for an equal number of troops in this country.

So far as the soldier is concerned, we have already stated, in one of our former Numbers†, that, instead of receiving more, he is absolutely paid two-pence per day less than at home, besides being deprived of various allowances. We therefore deem it unnecessary at present to enter more specifically on the subject of his pay, especially as it is already under the notice of the proper authorities, by whom so glaring an infringement of the soldier's rights will no doubt be rigidly investigated. We shall therefore confine the following observations entirely to the pay of officers serving in the East Indies; and it is to be regretted that there exists so much difficulty in making this branch of the subject easy of comprehension to those who have not been resident in that country, owing to the variety of allowances under the head of King's pay, gratuity, house-rent, tent-allowance, half and full batta, &c. as well as the different circumstances under which these are exigible, and the various rates the coin in which they are issued is convertible into British currency.

It would be difficult to assign any other reason for this intricacy of accounting, which forms so prominent a feature in the military finance of India, except that by rendering the subject as complex as possible, it is the more likely to escape investigation, and operate as a bar to that improvement in the condition of those serving there which has of late years been so loudly called for.

The object of the following pages is by analyzing these allowances and deducting from them the specific expenses which they are intended to cover, to form an accurate comparison of the available pay of officers serving in that country with others of the same grade employed at home or in the Colonies, and thereby establish the necessity of such an increase

* Vide Lord Dudley Stuart's speech in the House of Commons, 19th of February last.

† See "Comparative View of Pay and Rewards in French and British Armies," p. 7 of U. S. Journal for Jan. 1835.

as shall correspond to the extra expenses incidental to service in the East.' For this purpose the following table has been framed, showing the pay and allowances to infantry officers of all ranks in that country. The pay is issued in advance, the allowances in arrear.

IN GARRISON OR CANTONMENT.

Rank.	King's Pay.	Gratuity.	Tent-allow- ance.	House-rent, if not provided with quar- ters.	Horse-allow- ance.	Half Batta.	Total Pay and Allowances.
	Ruprs.	Ruprs.	R. A.	Ruprs.	Ruprs.	Ruprs.	R. A.
Colonel . .	300	..	100 0	..	30	750	1190 0
Lt.-Colonel .	240	..	75 0	100	30	300	745 0
Major . .	180	..	60 0	80	30	225	575 0
Captain . .	120	36	37 8	50	..	90	333 4
Lieutenant .	60	24	25 0	30	..	60	199 0
Ensign . .	48	12	25 0	25	..	45	155 0

IN THE FIELD.

Rank.	King's Pay.	Gratuity.	Tent allow- ance.	House-rent.	Horse allow- ance.	Full Batta.	Total Pay and Allowances.
	Ruprs.	Ruprs.	Ruprs.		Ruprs.	Ruprs.	Ruprs.
Colonel . .	300	..	200		30	750	1280
Lt. Colonel .	240	..	150		30	600	1020
Major . .	180	..	120		30	450	780
Captain . .	120	36	75		..	180	411
Lieutenant .	60	24	50		..	120	254
Ensign . .	48	12	50	Not allowed in full batta stations.	..	90	200

In the conversion of these allowances from Indian into British currency, the first question is—what value should be placed on the rupee? and this, in order to avoid all possibility of dispute, we are willing to assume at the highest rate it is ever likely to bear, viz.—1s. 10d. per Madras or Bombay rupee; because, exclusive altogether of the variations in exchange arising from the state of our commercial intercourse with these countries, that is the price for which these Indian coins would sell in the English market, so long as our present metallic currency is the standard in this country. We are aware that the exchange has not, on the average of the last fifteen years, been nearly so high; but being anxious, in a question of this kind, to place the data on which our arguments are to be founded beyond the possibility of dispute, a higher value has been assigned to the rupee than what, perhaps, in strict justice to the claims of the officer, ought to have been the case.

Converting, then, these allowances into British currency, at this rate, their amount is monthly as under :—

IN GARRISON OR CANTONMENT.

Rank.	King's Pay.	Gratuity.	Tent allow- ance.	House-rent.	Horse allow- ance.	Half Batta.	Total Pay and Allowances.
Colonel . .	£ s. d. 27 10 0	£ s. d.	£ s. d. 9 3 4	£ s. d.	£ s. d. 2 15 0	£ s. d. 64 15 0	£ s. d. 108 3 4
Lt.-Col. . .	23 0 0	... ..	6 17 6	9 3 4	2 15 0	27 10 0	68 5 10
Major . .	16 10 0	... ..	5 10 0	7 6 8	2 15 0	20 12 6	52 14 2
Captain . .	11 0 0	3 6 0	3 8 9	4 11 8	... ..	9 5 0	30 11 5
Lieut. . .	5 10 0	2 4 0	2 5 10	2 15 0	... ..	5 10 0	18 4 0
Ensign . .	1 8 0	1 2 0	2 5 10	2 5 10	... ..	4 2 6	14 4 2

IN THE FIELD.

Rank.	King's Pay.	Gratuity.	Tent allow- ance.	House-rent.	Horse allow- ance.	Full Batta.	Total Pay and Allowances.
Colonel . .	£ s. d. 27 10 0	£ s. d.	£ s. d. 19 6 8	No house-rent allowed when Officers are in full Batta.	£ s. d. 2 15 0	£ s. d. 64 15 0	£ s. d. 117 6 8
Lt.-Colonel .	22 0 0	... ..	13 15 0		2 15 0	55 0 0	93 10 0
Major . .	16 10 0	... ..	11 0 0		2 16 0	41 5 0	71 10 0
Captain . .	11 0 0	3 6 0	6 17 6		... ..	16 10 0	37 13 6
Lieutenant .	5 10 0	2 4 0	4 11 8		... ..	11 0 0	23 5 8
Ensign . .	4 8 0	1 2 0	4 11 8		... ..	8 5 0	18 6 8

In certain stations at a considerable distance up the country, officers, though not in the field, are entitled to the rate of pay specified in the second scale; these are called Full Batta Stations: their number, however, has of late years been much diminished; at present, there are only four for King's troops on the Bengal Presidency,—viz., Meerut, Agra, Kurnaul, and Cawnpore; two on the Madras Presidency, Hyderabad and Moelmain, and, we believe, none on the Bombay Presidency. The average number of stations for British Infantry regiments throughout India is twenty, and as six only of these are full batta stations, the proportion of officers enjoying the higher rate of pay is less than one-third of those in receipt of the lower rate; but as the nearest of these full batta stations is 600 miles from the Presidency to which it belongs, and the farthest upwards of 1000 miles from it, there can be little doubt that the mere carriage of European supplies to such a distance must abstract the greater part of the increased allowances; and as the enjoyment of full batta also involves the necessity of keeping up a

certain field equipage as after-mentioned, an officer's income, though nominally larger when in receipt of it, really affords little additional surplus, when these expenses are taken into consideration, beyond what he would derive from the half batta allowances stated in the first scale, which will, therefore, be assumed as a fair criterion of an officer's military income throughout India.

If this military income were entirely composed of *available pay* as in Britain, it might, perhaps, be deemed a fair remuneration for an officer's service in a tropical climate, and the increased expense of living in a country where certain luxuries become almost essential to existence; but the preceding scale shows that a considerable portion of this nominally high rate of pay is composed of house-rent and tent-allowance, which put not one farthing into the officer's pocket, but, as we shall hereafter show, are barely sufficient to cover the specific objects for which they are granted. Also, under the head of Batta is included the allowance for servants granted to all officers serving within the tropics, where soldiers are not permitted to be taken for that purpose from the ranks, as well as the allowances for fuel and candles, to which every officer is entitled in quarters. Before drawing any comparison of the pay in India with that at home, or in other tropical colonies it therefore becomes necessary to enter minutely into these important distinctions, for which purpose we shall proceed to examine in detail the several items of which the military income of an officer in India is composed, confining our observations thereon to the three junior ranks, as it is admitted that all above the rank of Captain do enjoy a considerably larger income than at home, besides the chance of that income being very materially increased by their attaining the temporary command of the whole or a portion of the corps, as is frequently the case.

The first item in the preceding abstract to which our attention shall be directed is,

1. KING'S PAY.

This column purports to be the rate of pay allowed by his Majesty's regulations to officers according to their respective ranks; but as the various additions which have been made since 1711 have in no respect tended to increase the officer's income who is serving in the East Indies, the rate at which it is estimated is only 3*s.* 8*d.* for an Ensign, 4*s.* 8*d.* for a Lieutenant, and 9*s.* 5*d.* for a Captain. Even this low rate loses one-fourth more of its value by being converted into Indian currency, at 2*s.* 3½*d.* per Madras rupee instead of 1*s.* 10*d.*, and thus the pay of an Ensign, instead of being upwards of 8*l.* a month, is reduced 4*l.* 8*s.*, that of Lieutenant to half its proper amount, and the Captain to about three-fifths of what it should be.

The East India Company indeed maintain that the difference is made up to the officers by their half batta, but, unfortunately for this argument, the King's pay and half batta together will scarcely, for the junior ranks, amount to the English rate of pay, when converted into Indian currency at the proper exchange, leaving nothing whatever to cover the contingent expenses of servants for which this batta was specially granted, and to which we shall now refer.

II. BATTA, OR ALLOWANCE FOR SERVANTS, &c.

It has long been a privilege in the Army for each officer to have a

private from the ranks to act as his servant, who is, on that account, exempted from the greater part of his military duties. This servant is the only attendant an officer requires: he cleans his master's rooms, keeps his clothes and appointments in good order, waits upon him at mess, and, if he keeps a horse, acts as his groom.

As these duties are esteemed too laborious for the health of a European when serving within the tropics, it has been judged advisable in such climates to deprive an officer of this privilege, and to grant him in lieu thereof an allowance for the hire of one or more native servants corresponding to his rank. The sum thus granted to a Captain in the Windward and Leeward Command, by the Warrant of 22nd July, 1830, is fixed at 3*s.* per day, and to the Subaltern 1*s.* 6*d.* a day.

Now in the East Indies an officer is also deprived of the privilege of employing a soldier for this purpose, exactly as he is in the West, and on the same principle as the allowance for black servants has that of batta been established. So numerous, however, is the train of attendants which an officer requires to keep up in India, that even the whole of this allowance, large as it may appear, will, in the junior grades, do little more than cover such a heavy item in an officer's expenses. This is entirely owing to the prejudice of castes, a prejudice fostered and encouraged by the East India Company, for on it is the security of their vast empire principally founded. In consequence of this prejudice an officer has to employ at least five or six servants to perform the duties which in England would readily be accomplished by one. The same attendant who waits upon him at table will not cook for him. The one who cooks for him will not sweep his room or clean his clothes and appointments. He who grooms his horse will not carry forage for it, nor will the servant who takes charge of his tent and camp-equipage do aught else. Even the person who washes for him holds that of itself to be sufficient employment, so that, however economical an officer may be, this large establishment is unavoidably forced upon him by the prejudices of the country, and were he to compel a servant to do that work, which was peculiarly the province of another caste, the law would be instantly appealed to, and a heavy fine, if not a worse punishment, would be sure to await him for thus violating the customs of the country.

It is true the wages in that country are not great—not more on an average than 10*s.* 6*d.* a month each for the ordinary class, with perhaps one-half more to the head servant, and this includes food and clothing. When on the march, or at a station where their master is in receipt of full batta, they receive a corresponding increase. Trifling as these wages are, however, when the number to be employed is taken into account, it is obvious that an officer's expenditure under this head must be much more considerable than what he pays for attendance in any other tropical colony, where no such regulation as to castes is in existence; and, therefore, it would have been but fair to have deducted from his batta the whole expense of this extra establishment, before bringing the balance of his available pay into comparison with what he receives in England: but that there may be no room for dispute as to the necessary expenses thus incurred for servants being over-rated, we shall content ourselves with merely deducting from the batta such a sum as every officer serving in a tropical climate is entitled to for servants, viz.—3*s.* a day for a Captain, and 1*s.* 6*d.* a day for a Lieutenant,—and

shall then carry the balance as a real available addition to his pay. Thus, each Captain receives of half batta per month . . . £8 5 0

Deduct what would be allowed him by the King's Regulations in a tropical climate, as a compensation for servants. . . . 4 10 0

Excess of Indian batta beyond the usual allowance for servants £3 15 0

Each Lieutenant receives of half-batta monthly . . . £5 10 0

Deduct what would be allowed him by the King's Regulations, as a compensation for servants in a tropical climate. . . . 2 5 0

Excess of Indian batta beyond the usual allowance for servants £3 5 0

Each Ensign receives of half batta monthly . . . £4 2 6

Deduct what would be allowed him by the King's Regulations as a compensation for servants in a tropical climate. . . . 2 5 0

Excess of Indian batta beyond the usual allowance for servants £1 17 6

Which balances of batta we shall accordingly hold as virtual additions to the pay of these ranks, when we come to compare it with their pay in this country.

But, besides the expense of wages to these attendants, an officer is put to very considerable expense in providing the necessary accommodation for so large an establishment, which we now come to consider under the head of

III. HOUSE-RENT.

At home, as well as in most of our colonies, a Captain has two rooms allowed him, and a kitchen for the soldier acting as his servant. A Subaltern is allowed one, and a kitchen also for his servant. If there is no such accommodation for them in barracks, then the servant is lodged in the same quarters with his company, and the Captain receives 8s. and the Subaltern 6s. a week to provide themselves with accommodation in the neighbourhood. In a tropical climate, however, such as the East Indies, where free ventilation is absolutely essential to health, and where an officer has to hire accommodation, not only for himself, but for five or six servants, the allowance in lieu of quarters requires to be correspondingly increased, and accordingly the amount granted to the Captain and Subaltern, for that purpose, is about double of what it is in Britain, but it is not more, nor we believe nearly as much as in many of our colonies, where there is a difficulty of providing barracks for the officers, and where house-rent is expensive. In North America, where there is no necessity for such extensive accommodation as in the East, the allowance for house-rent to a Captain is 45*l.*, and to a Subaltern 35*l.* per annum. In the West Indies, if quarters cannot be provided for the officer, it is considerably more. The allowance granted under this head in the East Indies cannot therefore in any respect be considered as an integral part of an officer's pay, but merely as a specific

compensation for a privilege always enjoyed by him wherever stationed, and to which its amount is by no means more than adequate.

Indeed, on the average of a few years' service, we may safely venture to affirm that officers of the junior grades are more generally losers than gainers by this compensation in lieu of barracks, for though, at many of the stations, the requisite accommodation for themselves and their followers may be obtained for the house-rent allowance, yet there are cases by no means of unfrequent occurrence, when in consequence of the regiment being sent to a new station, there are no houses to be hired. It must be kept in mind that the troops are never quartered among the inhabitants, as in this country, but are stationed in cantonments, generally built at the distance of a few miles from one of the principal towns, though sometimes they are not in the immediate vicinity of any. If it should happen then that the political necessity for keeping troops at such a station is but temporary, speculators will not venture to build houses for the purpose of letting them. The Indian Government will not do so: they tell the officer that this is one of the contingencies which his house-rent is intended to cover, and that he must provide himself as he best can. To be without a house during the period of the monsoon would insure his falling a victim to the climate, and unless that house is a substantial one, he is certain to suffer from the inclemency of the season. An officer has therefore no alternative but to build. He does so probably with money borrowed from the natives at an exorbitant rate of interest, and at an expense of from 200% to 300%. In a year or two the station is abandoned, or the force intended for its garrison materially reduced. In the one case the officer loses his house entirely, in the other he is fortunate if he gets even a fractional part of what it originally cost him, for where there are certain to be many houses left without occupants, purchasers are not likely to be very liberal in the price. Natives are not allowed to purchase houses for the purpose of residing within a military cantonment, and therefore unless the relieving force has nearly the same strength of officers as has usually been resident at the station, there is little hope of even realizing the original cost. Those who are thus unfortunate probably lose more in the building of one house, than the amount of their house-rent allowance for several years, and the foundation of pecuniary difficulties is thus laid, from which an officer may never after be able to recover. This cannot occur in any of the colonial possessions under the immediate control of the British Government, for were officers there placed in such a situation, there can be little doubt that the military authorities would cause temporary accommodation to be erected for them at the public expense.

IV. GRATUITY.

The next item of the Indian allowances is that termed gratuity,—though why a Government which absolutely reduces an officer's available income below what he is entitled to by the King's Regulations should designate any portion of his legal pay a *gratuity* remains to be explained, and is another sample of that intricacy of accounting which forms so prominent a feature in the finance of our Eastern Empire. This gratuity, or by whatever name it may be called, is a personal allowance, drawn by the officer under all circumstances,

while in India. It is subject to no deductions, and therefore may at once be combined with his King's pay. Even when added to that, however, it does not make the amount equal by one-third to the rate of pay the officer is entitled to by the King's Regulations, and yet the East India Company call it *a gratuity*, wishing it to be believed that it emanates from their own generosity, instead of being an officer's legal right.

The next item to be explained is the

V. TENT ALLOWANCE.

Every officer in India has to keep a tent ready for service, for which he receives an allowance of half or full tentage, according to the circumstances under which he is serving. If he receives half tentage he is only responsible for keeping up the tent itself. If he receive full tentage, then he is responsible for keeping up the requisite establishment for the carriage and charge of it. This has been fixed by the Regulations as follows, viz.:—For a Captain's two-poled marquee—four bullocks to carry the tent; one driver to take charge of them; two Lascars for pitching tent and carrying poles. For a Subaltern's one-poled tent: three bullocks to carry the tent; one driver to take charge of them; one Lascar to pitch tent and carry the pole. The expense of this establishment has been carefully estimated by the East India Company, and the following sums granted as a monthly equivalent:—

When on full tentage,—to a Captain 75 rupees, or 6*l.* 17*s.* 6*d.*; to a Subaltern 50 rupees, or 4*l.* 11*s.* 8*d.* When on half tentage,—to a Captain 37½ rupees, or 3*l.* 8*s.* 9*d.*; to a Subaltern 25 rupees, or 2*l.* 5*s.* 10*d.*, as stated in the preceding pay abstracts.

Out of this allowance, *or rather before he receives it*, an officer has to provide himself with a tent. The cost of a Captain's is, even when purchased out of the East India Company's stores, 300 rupees, or 27*l.* 10*s.*; and of a Subaltern's, 228 rupees, or 20*l.* 18*s.* These tents being made of cotton, and very thin, are seldom available for service beyond two or three years at the utmost, so that it will be no difficult matter to show that the above allowance is not more than equivalent to the expenses for which it is intended as a compensation.

The contract with their officers, on which the tent allowance has been established, was no doubt entered into by the East India Company for their own advantage, they having considered it more profitable to give these sums monthly, than to incur the expense of providing and carrying camp equipage, by which they were formerly exposed to great loss, in consequence of the speculation and overcharges of their servants.

It will no doubt appear strange to those who are accustomed only to the service of this country, that so expensive an establishment of camp equipage should be kept up for each officer; the reason is easily explained. In this kingdom, as well as in most of our colonies, when an officer is ordered to a distance on detachment, court-martial duty, or with his regiment, he either finds some conveyance which takes him rapidly to the place of his destination, or if he marches, an inn, lodging, or billet, is ready for his reception at every resting-place. In India it is very different: great part of the country is uncultivated, and except a little rice, or occasionally a few fowls, nothing in the shape of provisions is to be obtained even where villages are to be met with: consequently an officer has not only to carry his tent and baggage, but in many instances his

supplies also. The prejudices of the natives are too strong to admit of Europeans being quartered among them, so that from the moment an officer leaves his station till he reaches his destination, his tent is his home. When he has completed his morning's march, and found a good position for encamping, he establishes himself there for the night; and were he not provided with a tent, and the requisite establishment for carrying it, he would have no other resource but to sleep in the open air.

Were an officer always on full tentage, and could evade keeping up the establishment of bullocks and tent Lascars corresponding to his rank, as is pretty often done in these times of general peace, it might be so far a source of gain as to add in some degree to the surplus of his daily pay; but the full tentage stations are rare in the same proportion as the full batta ones, and any saving which might be effected by an officer neglecting to keep up the establishment for which he is paid, is much more than counterbalanced by the want of two allowances invariably granted in England, but not in India, viz.:—allowance for carriage of baggage, and marching allowance; in regard to which it may be useful here to make the a few observations.

Owing to the impossibility of procuring in India those cheap and rapid modes of conveyance for baggage which are so readily obtained in this country, an officer when on the march is subjected to a very heavy expense for the hire of persons to carry it. It is true the wages of those employed for that purpose (denominated Coolies) are not high, but as each will only carry a very trifling load, the number required is so great as to counterbalance the cheapness of their hire. The smallest establishment even a Subaltern can travel with for this purpose is as follows:—

Two Coolies to carry bed-cot and bedding, at 4d. per day	s.	d.
each, or together	0	8
One do. with camp-table and chair	0	4
One do. with cooking utensils and crockery	0	4
One bullock to carry stores may be hired at, per day, about	0	6
Two bullock carts to carry heavy baggage, with driver, hire	2	6
per day each 1s. 3d.		
Per day	4	4

Now, owing to the long marches from one station to another, in effecting the usual reliefs, as well as the distance officers have often to travel on the duties of Courts-martial and Committees, it may safely be inferred that all of them are, on an average, at least six weeks on the march in the course of the year; and this estimated at the above expense of 4s. 4d. a day, will amount, for forty-two days, to 9l. 2s.: whereas, on a march in England or Ireland of forty-two days, the Subaltern would receive at the rate of 3d. per mile, at the least, for the carriage of his baggage, and the Capt. in considerably more: so that here is an annual payment to the above amount which the officer in India has to make out of his allowances, whereas in England he would receive it from Government.

In this country, too, an officer on the march receives 5s. a day to cover his other extra expenses, besides his allowance for the carriage of his baggage. There is no such allowance in India. If an officer is already in receipt of full batta and full tentage, he is understood to

keep his camp equipage, servants, and cattle, always ready, and receives nothing to cover his marching expenses. If he is only in receipt of half batta and half tentage, then, when on the march, he receives the difference between half and full batta, and half and full tentage; but as his tent is to serve for his home, he loses his house rent: thus the additional allowance to the Captain on the march is per month Rups. 77½

But out of this he has to pay for the hire of two bullocks, one driver, and two Lascars to carry his tent, 37½

And he has to pay his servants, of extra wages on the march, about two rupees per month each, which, say, for five servants, is per month 10

47½

	Leaves Rups. 30
per month, or for forty-two days' march, forty-two rupees; being in sterling currency	£3 17 0

While his allowance for forty-two days' marching-money in England would be, at 5s. a day	10 10 0
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Difference between marching-allowance in England and India	£6 13 0
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To this add, for the want of allowance for carriage of baggage	9 2 0
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Total	£15 13 0
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Thus we find that under these two heads, a Captain receives 15*l.* 13*s.* per annum less than in England; so that when we come to consider that the tent allowance has to cover these two items, besides the tear and wear of the tent, and the chance of its destruction by accident,—a thing very common from the depredations of the white ants, rats, and vermin of every kind, which abound in that country,—it will be found that the tent allowance, whether half or full, is not, on the average of several years, more than sufficient for the expenses it is intended to cover.

Had we pursued the same series of calculation for the Lieutenant and Ensign, we should have found that the sum received by the former, on a march of forty-two days in India, would have been less than in England, by £7 16 8

Add want of allowance for carriage of baggage	9 2 0
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Total	£16 18 8
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And the Ensign receives less of marching allowance by	£8 16 0
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And want of allowance for carriage of baggage	9 2 0
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Total	£17 18 0
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The several officers of the Regimental Staff suffer to a similar extent from the want of these allowances; but to avoid complicating these pages with an enumeration of the several items of Staff pay, it has been judged more expedient for the present to avoid any further reference to that class of officers, and confine our remarks merely to the junior regimental grades.

There is another allowance issued to an officer in England, and not in India, which must here be taken into account, viz.—coals and candles. The value of these, as estimated by the warrant of 1st April, 1834, is 2*d.* a day for the six summer months, and 5*d.* a day for the six winter months, or 5*l.* 6*s.* per annum, throughout the year. The same portion of candles are consumed by an officer in India as at home: the fuel, though not so necessary for the purpose of warmth, is equally so for cooking, and in many parts of India, where wood is scarce, forms a very considerable item in an officer's expenditure.

Another boon the officer receives in England, but not in India, is the wine allowance, at the rate of 25*l.* annually to the three officers of each company, or 8*l.* 6*s.* 8*d.* each. No such allowance is granted by the East India Company, though they levy a considerable duty on all the wine, beer, and other liquor imported for the use of the officers; and, consequently, the necessity and justice of such an allowance is as manifest in India as at home. Owing to this import duty, freight and land carriage, wine becomes equally expensive, and beer—the favourite beverage of Europeans in that climate, at least thrice as much so as in this country. In any comparison which we are to make, therefore, the value of these two allowances must be added to the pay of the officer serving at home, before being brought into comparison with his military income in India.

The next item we have to compare is the allowance for the hire of a mess-house. The sum granted for this purpose in England, or the Colonies, is 2*l.* 2*s.* a week, or per annum £109 4 0

Commuted allowance for coal and candles for do. per warrant 20 12 0

Total per annum £129 16 0

Per month £10 16 4.

The allowance granted in India for the same purpose, if the regiment is at a half batta and half tentage station, is only seventy-two rupees a month, and no coal and candles, being 6 12 0

Balance £4 4 4

Thus, under this head, the officers receive less by 4*l.* 4*s.* per month in India than in England, and have also to incur the expense of purchasing and keeping up a mess tent.

If on the march, or at a full batta station, the allowance is doubled; but this involves the expense of keeping up the requisite establishment of cattle for the conveyance of the tent when on the march. Besides, should the corps, when on full batta, go to a station where there is no mess house, the officers must build one, and if not fortunate enough to dispose of it on leaving the station, must jointly bear the loss.

The only other item we now require to refer to is the comingent allowance to officers in charge of companies. This, on the Madras and Bombay Presidencies, amounts to thirty rupees per month, or 1*s.* 10*d.* a day, whatever the strength of the company may be. In England, it is 1*s.* 6*d.* a day if the strength is from fifty-one to seventy-five, and 2*s.* a day if above seventy-five. In India, companies are more

generally over than under that establishment; so the allowance there cannot be considered more than at home, though the cost of European stationery is doubled. In Bengal, the contingent allowance, however, is fifty rupees per month, which is more nearly adequate to the trouble and expense incurred by the charge and payment of a company.

Every allowance having now been gone over in succession, we shall proceed to frame a comparison of the annual pay of the three junior ranks in England, and in India, at a half batta and half tentage station.

CAPTAIN.

ENGLAND.			INDIA.		
King's pay, per annum	£211	7 11	King's pay	£132	0 0
Coal and Candles, per annum	5	6 0	Half Batta	£99	0 0
Share of Wine allowance	8	6 0	Deduct compensation for servants to an officer of that rank which is included in the batta	51	15 0
					11 5 0
			Gratuity		39 12 0
			House rent expended in hiring house, therefore not included		
			Tent allowance expended in keeping up tent, camp equipage, carriage of baggage, and marching money, therefore not included		
			Bal. less pay in India	9	2 11
	£221	19 11		£224	19 11

Thus, in such a station, the Captain absolutely receives less than he would in England, throughout the year, by 9*l.* 2*s.* 11*d.*

LIEUTENANT OF SEVEN YEARS' STANDING.

ENGLAND.			INDIA.		
Pay, per annum	£136	17 6	King's pay	£66	0 0
Coal and candles	5	6 0	Batta	£66	0 0
Share of wine allowance	8	6 0	Deduct compensation for servant	27	7 6
					38 12 6
			Gratuity		26 8 0
			House rent expended in hiring house, therefore not included		
			Tent allowance expended, as before stated for Captain		
			Bal. less pay in India	19	9 0
	£150	9 6		£150	9 6

If the Lieutenant is under seven years' standing, the pay will approximate more nearly by 18*l.* 5*s.*; and that Officer will receive less in India than in England by 1*l.* 4*s.* 6*d.* only.

ENSIGN.

ENGLAND.			INDIA.		
Pay, per annum	£95	16 3	King's pay	£52	16 0
Coal and candles	5	6 0	Batta	19	10 0
Share of wine allowance	8	6 0	Deduct compensa- tion for servant	27	7 6
				22	2 6
			Gratuity	13	4 0
			House rent expended in hiring house, therefore not included		
			Tent allowance, also expend- ed as before stated		
			Bal. less pay in India	21	5 9
	£109	8 3		£109	8 3

An Assistant-Surgeon, under ten years' standing, receives the same as a Lieutenant of seven years' standing, consequently his income is less in India than in England by £19 9 0

And if of ten years' standing, as he receives no extra pay in India for length of service, he loses 2s. 6d. a day more, or per annum 45 12 6

• • • Total less pay in India £65 1 6

The only allowance which this Officer receives beyond that of a Lieutenant, is 30 rupees (about 2l. 15s.) per month, for the hire of a palanquin, to enable him to visit his patients scattered over a cantonment, of perhaps several miles in extent, and who often require his presence two or three times in the course of the day. But for this allowance it would be quite impossible for him to attend on them. It adds little or nothing, however, to his available income, being not more than sufficient to cover the hire of bearers and cost of a palanquin.

A full batta station adds about one-fifth part more to each of the junior officer's allowances; but, as we have already stated, these stations are very few, and being many hundred miles up the country, there is a corresponding increase in the expense of every description of European supplies which have to be carried so far. The full tentage at such stations we have already shown to be no more than adequate to the extra expenses it is intended to cover, and consequently forms no real addition to an officer's income.

The expense of messing in India is much the same as at home, being from 80 to 35 rupees a month, or about 2s. a day. Wine costs about the same price as in England, only that claret and madeira there supply the place of port and sherry, being considerably cheaper and more suitable to the climate. All articles of military equipment and European clothing are exceedingly expensive. The cotton clothing of the country is, no doubt, cheap; but the quantity required counterbalances this advantage.

We have now very fully discussed every point, however minute, connected with the pay and allowances of the junior ranks in the East Indies, and shown them to be even less than at home, though in all other tropical colonies they receive a considerable addition beyond what they would be entitled to on home service, as a compensation for the extra expenses incidental to a protracted residence in such a climate.

The amount of that allowance in the colonies of Ceylon, the Mauritius, and Jamaica, is, for the several regimental grades, as follows :—

	Colonial allowance in Ceylon paid in money.	Colonial allowance in Mauritius paid in money.	Value of allowances in Jamaica issued in money, and kind.
	£ s.	£ s.	£ s. d.
Lieutenant-Colonel Commanding .	447 12	485 6	301 16 6
Lieutenant-Colonel	385 4	417 14	231 16 6
Major	287 8	312 0	231 16 6
Captain	165 12	178 10	117 11 6
Lieutenant	99 0	107 9	99 6 0
Ensign	75 12	81 9	99 6 0

Which allowances, if analyzed and compared with those in India, will be found greatly to exceed them, though in nominal amount they may be only a little higher; for the officer in these colonies has no tent to keep up, no house to build, no expenses of carriage of baggage and long marches to provide for, nor for the carriage of European supplies to a distance of several hundred miles up the country. Besides, in Jamaica every married officer receives half a guinea a week for his wife, and 5*s.* 3*d.* for each child, in addition to the above; while there is no corresponding liberality shown towards that class in the East Indies. A considerable portion of these colonial allowances consequently form a real *bonâ fide* addition to the officer's pay, while the Indian allowances are not more than sufficient for the expenses they are specifically intended to cover.

There are many reasons, however, why the income of an officer in the East Indies should be considerably greater than at home, or in any other tropical colony, and none more cogent than the absolute necessity he is under, in that country, of keeping a horse. The cantonments in which the troops are stationed, being often scattered over an extent of three or four miles, it becomes almost impracticable for him, when on garrison duty, to accomplish his rounds without being mounted. Even his own regimental guards and hospital are frequently at the distance of a mile or two from his residence. These he requires to visit at the hottest period of the day, when on regimental duty; and were he to do so on foot, it would probably be attended with most injurious consequences to his health. By being mounted, he has the advantage of getting over the ground rapidly, and thereby escaping long exposure to the influence of the sun. Difficult as it may therefore be for a Subaltern to afford it out of his limited means, he is obliged to keep a horse, not from luxury, but necessity; and it is fortunate for him that the low price of forage in that country causes this to add but little to his expenditure. Little as that may be, however, when the necessity of such expenditure will be admitted by every one who has served in the East, there should certainly be a corresponding increase in the rate of allowance to cover it.

* These allowances are extracted from the Report of the Committee on the Military Expenditure of the Colonies.

The high price of all European supplies, increased by the duty of 10 per cent. levied by the East India Company, and the numberless expenses attending the conveyance inland, for several hundred miles after reaching the Presidency, are also good and obvious reasons why the rate of pay should greatly exceed what it is at home, or in our other colonies, not on the plea of liberality, for that is scarcely to be expected from a body of merchants whose sole object is to accomplish the defence of their territory, at the cheapest possible rate, but on the plea of justice, which requires that wherever an officer is put to increased expense, he should have extra allowance to cover it.

Another good reason why an officer's pay in the East Indies should be considerably more than in any of our colonies, is the expense he is put to, if he wishes to return home before his regiment has completed its twenty years' service in that country. He has in that case to provide for his passage, not only to England, but also back to his regiment at the termination of his leave, the cost of which cannot be estimated at less than 250*l.*, whereas when serving in the colonies, he has frequent opportunities of returning home free of expense, to join the depot of his corps, with which he may do duty for four years out of the ten the service companies are abroad. Even if he has to pay his passage home, the charge from most of our colonies is but trifling compared with that of an Indian voyage, the distance being so much less.

Besides, whatever may be the rank of an officer, if he leaves any other station abroad to return home *on sick certificate*, he is entitled not only to a free passage to this country, but also back to his regiment at the termination of his leave: whereas, on the Indian establishment it is *subalterns only* who receive the indulgence of a free passage home in the event of bad health, and even they have to pay for their own passage, when returning, unless they are fortunate enough to go out in charge of recruits. Thus even those regulations which humanity as well as justice has established in the British Service in favour of a sick officer, are rendered of no avail, and his sufferings from disease are but too often aggravated by the impossibility of procuring the funds necessary to enable him to return to Europe for his recovery.

It is not in this respect alone that the regulations of the East India Company are in opposition to the established rules of the Service; but every improvement which has been made within the last century in the pay and condition of the British officer, by his Majesty's warrants, have had no effect in that country, as the Indian Government have always reduced the allowances of batta and gratuity in the same proportion as they increased the pay, thus leaving the income of the officer the same as before. Some alterations of this kind, which the East India Company have of late made we have therefore not adverted to, as they are merely nominal, and would only serve to perplex, instead of elucidating these financial details.

Though the pay and allowances of the junior ranks of officers serving in the East Indies is thus limited, it must be admitted that a greater degree of liberality is shown towards the seniors; but even in this the East India Company have an ultimate saving in view, for as the pay of the higher grades in their own service must be kept upon the same footing with those in the British Army, any reduction in the pay of the latter, must be accompanied by a similar reduction in that of the former.

And as most of the field officers in the Company's Army have served long enough to entitle them to retire on their full pension, it is the high rate of their allowances and emoluments alone which keeps them in that country. Were these curtailed to any extent, a large proportion would immediately avail themselves of their retirements, whereas the prospect of liberal allowances as they attain to the higher ranks induces them to continue in the country, till ultimately, by their death, they free the East India Company from the burden of providing for them on the pension list.

To the officers of the East India Company's Service the insufficient allowances in the lower ranks is a matter of much less moment than to those in the British Service. The former know that by remaining in that country they are certain, if they survive, of ultimately enjoying the allowances of the higher grades, and look to that prospect as a fair compensation for the low rate at which they were paid while in the junior grades. But it is very different with the officer in the King's Army, who after spending perhaps twenty years as a Subaltern in that country, has to quit it on his corps being ordered home, before he has attained *even* the rank of Captain: so that he has all the inconvenience of reduced allowances to encounter, without the prospect of ever being compensated for it when he reaches the higher grades. Few indeed who have served in India as Subalterns ever return there to enjoy the income of a Field-Officer.

These remarks regarding the insufficiency of the pay of the junior grades apply more to the Infantry than the Cavalry, in consequence of the rate of King's pay granted to the latter by the Company's regulations being double what the Infantry receive, and from their also being entitled to a horse allowance of 8*l.* 5*s.* per month for a Captain, and 5*l.* 10*s.* per month for a Subaltern, though the forage and expenses of their horses cost little more than a third of that amount, which leaves a considerable sum to be added to their available pay, and makes their claims for an increase of income by no means so strong as those of the Infantry.

What that increase should be it is not for us to determine, but, to do the officer justice, it certainly should not be less than what he receives in Ceylon, the Mauritius, or Jamaica; and in addition, he is obviously entitled to an allowance for his tent, which he is bound to keep up in India, but not in any of these other colonies. In stations at a distance up the country, too, a further addition should be made to compensate him for the expenses attending the carriage of his European supplies from the Presidency. Above all, that fictitious system of accounting which creates so much intricacy in the Military Finance of India should be abandoned, and the rupee issued at its real value: the exact worth of the allowance granted by the East India Company to all ranks will then be apparent, and not require a detailed statement such as this to explain what should be well known and understood by every officer of the British Army.

THE INDIAN ARMY.

No. III.

IN a former paper we took occasion to give a sketch of the fortunes which attended the English settlement at Bombay, in some of its earliest dealings, both in war and peace, with the native powers which surrounded it. As it is less our object to describe the achievements of the Indian army, than to draw public attention to the circumstances out of which that great and gallant Army has arisen, it will be necessary to deal, on the present occasion, more generally with our subject; indeed a narrative of Indian wars would, in point of fact, be a history of British India, for which we do not think that the pages of our Journal are quite the fitting place. Contenting ourselves, then, by stating that the Mahrattas were induced to raise the siege of Bombay, and that things gradually settled down in that government into order and quiet, we pass at once to what deserves to be considered as our legitimate subject—a view of the rise of the Native, or Sepoy, force of India, illustrated by anecdotes connected with some of the most remarkable services on which it has been employed.

Though Bombay was the first possession which the English obtained in the East, the establishment on that island was, for a very long period, on too limited a scale to maintain more than its European garrison and a few companies of natives. The latter were, however, very different in dress, in discipline, and in their armament from what they now are. Peons, to all intents and purposes, they continued to be,—subject to little control, to no fixed military law, and holding slight intercourse with Europeans; and though they possessed muskets, these, for common purposes, were held in much less repute than the swords, and spears, and shields to which they were accustomed. Still they were not wholly undeserving of confidence. They had exhibited great hardihood during the late siege, and needed but the training which they by-and-by received to render them superior to any Asiatic, perhaps we might have said to any force that was likely to be brought against them.

All this while the English settlements, both on the Hoogly and on the Coromandel coast, retained their original character of mere factories or stations for the prosecution of trade. It was not, indeed, till the beginning of the last century that the growing ambition of the French induced the heads of factories to provide, though on a very small scale, the means of self-defence; nor till nearly half the century had run its course, was any attempt made to strengthen themselves, by employing natives in their military service. The wars which the English waged as auxiliaries to one or other of the native princes were all carried on with European soldiers alone. Dutch, Portuguese, English, Danes, were freely regimented together; and from time to time the fleet was called upon to contribute its contingent. But long after their rivals could boast of companies of trained Sepoys the English still scrupled to swell their own ranks by levies from the very class of persons of whom, when arrayed against themselves under some hostile Nabob, they stood in needless alarm. At last, however, necessity,

which is said to be the mother of invention, forced upon them an arrangement, without which not only would our great Indian empire never have been consolidated, but our continued possession of the factories which they owned our sway could not have been secured for twelve months.

In the year 1744 the war which England and France had for some time conducted as auxiliaries became, as every reader of history will remember, direct and, as it were, personal. Its operations even spread, not only over Europe, but to Africa, America, and Asia also; indeed wherever the rival flags were hoisted hostilities began. Somehow or other it has almost always happened that the French have shown themselves better prepared for war than we. Even in India, for example, where our prodigious naval superiority ought to have placed us in a position of commanding strength, they were, on this occasion, ready to act on the offensive,—at a moment when our people found it difficult to muster troops enough to man the contemptible fortifications by which their chief settlements were surrounded. Moreover, while we were content to leave the management of our affairs in the East to merchants and civilians, possessing certainly not more than the requisite qualifications,—the French had intrusted theirs to such men as Dupleix and Labourdonnais, the former a statesman of no ordinary calibre, though stained with the vices of jealousy and meanness,—the latter a soldier of tried skill, of great enterprise, and of marvellous energy and perseverance. Labourdonnais, in particular, was neither slow to perceive the critical position of our affairs, nor diffident how to deal with it. He fitted out a squadron, in itself crazy and ill-manned, yet competent, from the number of vessels, to meet that of Commodore Bamel, and, after an indecisive action, so far obtained a command of the sea, that he was enabled to place Madras itself in a state of blockade.

Labourdonnais' projects were doubtless of a gigantic kind; implying nothing less than the reduction, one after another, of all the English settlements along the coast; and had he been supported as he ought to have been by Dupleix, we see little cause to doubt that they would have been accomplished. As it was he opened the siege of Madras on the 14th of September, 1746,—attacking it from the sea with a fleet of nine sail, from the land with 1500 European soldiers, 400 disciplined negroes from Madagascar, and a like number of well-armed, well-trained, and disciplined Sepoys. His artillery on shore was not very formidable, though it was quite equal to that of which the city could boast, and the resources of his own genius were great. But that to which he mainly trusted—and, as the event proved, not in vain—was the state of complete disorganization into which the military means of the English had fallen. He knew that Madras, which, with the district attached to it, could boast of prodigious wealth, and a population of 250,000 souls, was occupied by one weak battalion of 400 men. Its fortifications, likewise, were of the most contemptible order, consisting, for the most part, of a common wall, which might at any moment be escaladed, should the process of breaching be esteemed too expensive; indeed out of the three divisions into which it was parted, only one, called Fort St. George, in which the chief functionaries resided, could boast either of bastion or rampart, far less of cannon or

mortars. Against this open and ill-provided place a heavy fire was opened both by sea and land, and the confusion within the walls soon became fearful.

We have alluded to this siege, if such it deserves to be called, which lasted only five days, and ended in the surrender of the place, because to it we may trace back the rude beginnings of that system which, in process of time, placed at the control of the local authorities one of the finest armies in the world. It was with the view of strengthening themselves against the threatened attack of Labourdonnais that the English gathered together a band of peons; and putting into their hands matchlocks, spears, swords, and other weapons, placed them under the orders of a few English officers. Among these was a young man named Haliburton, who, as he had devoted himself in a marked manner to the study of the native character while in the civil service, so now, after exchanging the pen for the sword, he became a prodigious favourite with his peons. It is true that he scarcely succeeded in inspiring them with the self-confidence which they afterwards acquired: indeed neither the space of time at his disposal, nor the results of the operation, were favourable to that end; but he accomplished quite enough to satisfy both himself and others, that such men had only to be dealt with aright and they would become invaluable soldiers. Accordingly, in the following year, having, among others, effected his escape after the surrender of Madras, he was presented with a lieutenant's commission, and employed to discipline the first corps of regular Sepoys which the East India Company took into their service; a duty which he executed with not less of honour to himself than of satisfaction and lasting advantage to his employers. From that moment the local authorities felt that they had resources in men at their command of which they had not previously dreamed; and they were encouraged to enter upon a field of operations which led them, through numberless vicissitudes and trials, to what they now are.

The first Sepoys that were raised and regularly disciplined by the English seem to have been carefully chosen either from among the Mahomedan portion of the population, or from the higher castes of Hindoos. A considerable proportion of the latter were Rajpoots, a high-minded and brave race, peculiarly susceptible of attachment to their leaders, though remarkably alive to everything like a wound to their own honour. Of these two traits in their character a striking proof was given in the behaviour of one of his corps to Haliburton, and in the fate which overtook the Sepoy, some time in the month of August or in the very beginning of September, 1748. Mr. Haliburton had occasion to find fault with the appearance or behaviour of one of his Sepoys on parade, and in a moment of irritation made use of language which the proud Indian could not forgive. Haliburton, be it observed, was adored by his men. His general behaviour towards them was, indeed, such as to secure their utmost regard, nor was there one among them, this chafed Rajpoot not excepted, who would have hesitated to die in his defence. But the sense of wounded honour overcame in the mind of the Sepoy every other feeling, and he shot his officer where he stood. Haliburton's wound was mortal. He lingered, however, till the following day, and then died; while his assassin perished on the spot. His comrades, rendered furious by the sight of their commander slain, cut him to

pieces. These facts stand recorded in a dispatch from the council of Fort St. David, which bears date 2nd September, 1748, while to the estimation in which Haliburton was held by his native soldiers a thousand traditions bear testimony. Among other facts we may mention that when, about forty years ago, an examination took place at Madras into the validity of certain old grants of land, some veterans, wearing medals, came forward to claim their portions; and when asked who or what they were, they replied with manifest pride,—“We are Salub Ra Sepoy,”—that is, Haliburton’s soldiers.

It does not appear that the Sepoys had much opportunity of exhibiting their prowess in the field during either the ill-conducted siege of Pondicherry in 1747, or the operations against Devecotah under Cope. In a second attack on the latter place, however, of which Major Lawrence had the management, we find them acting with Europeans in the proportion of 800 English to 1700 Sepoy soldiers, and their behaviour is represented as gallant in the extreme. Some of them, forming the support to the storming party, exhibited, indeed, a degree of cool courage, such as would have done honour to the best of Napoleon’s veterans, or our own brilliant light division. When Clive was assailed by cavalry, while overpassing the plain between the Coleroon and the foot of the breach, the Sepoy detachment, which was appointed to follow him, saved both him and his people from destruction. They advanced nobly to the assistance of their over-matched European comrades, threw in their fire with admirable precision and effect, and opened out once more a free passage to the town, which was carried with very little loss.

The next occasion on which the Sepoys of the Madras army particularly distinguished themselves was at the capture and defence of the citadel of Arcot, under Clive,—a series of operations to which the annals even of Indian warfare present none more brilliant—we might have said more romantic. Our readers may possibly have forgotten the details of that memorable service, and we are, therefore, bound in justice to the fine fellows, whose career we are sketching, to give some account of them.

In the year 1756, when Captain Gingen was defending himself as he best could within the walls of Trichinopoly, Mr. Clive, who had taken part in the operations before Golcondah, and returned in disgust to Fort St. David’s, grew weary of the duty which then devolved upon him of conveying stores to the beleaguered city, and made a bold but wise suggestion to the government. The town of Arcot, with the territories annexed, had been, through the management of Dupleix, made over to Chundah Sahib, a chief whose title might or might not be valid, but who, in the contest which ensued between the rival European powers, joined himself to the enemies of the English. It occurred to Clive that the capture of this place would not only bring many important and immediate advantages to the English government, but that the moral effect of the blow would be felt as well throughout the whole of the Carnatic as in the enemy’s camp at Trichinopoly. He accordingly proposed to make a dash, at the head of whatever force could be spared, upon Chundah Sahib’s capital; and his reasoning appeared so just to the members of the supreme council, that they adopted his suggestion. Such, however, was the deplorable weakness of the English at this

time, that from the two presidencies of Madras and Fort St. David's, only a weak corps of 500 men could be drawn. Of these 200 were Europeans, the remainder Sepoys; and the utter exhaustion of the settlements may be judged of when we state, that to bring even this force into the field, it was necessary to entrust Fort St. David's to the keeping of 100, Madras to the protection of 50 soldiers—so thoroughly had the petty operations in which they were engaged exhausted the resources of a power which now exercises unlimited sway over little short of one hundred millions of subjects.

Clive mustered his little army at Madras, which was commanded, under himself, by seven English gentlemen, four of whom were young merchants, while two of the three officers, by education, had never seen a shot fired in earnest. His artillery consisted of three light field-pieces, very small in their calibre and very inadequately equipped; yet he set out on his expedition with a well-grounded assurance, that whatever courage and perseverance could accomplish his handful of heroes would achieve.

On the 29th of August he reached the Pagoda of Congeveram, a building of some extent and considerable magnificence, which stands about forty miles from the coast, and there learned that the place against which his operations were about to be directed was held by a garrison of 1100 men. Nothing daunted at this intelligence, he halted only to refresh, and to send back a requisition to Madras for a couple of eighteen-pounders, after which he again set forward, and arrived on the 31st within ten miles of Arcot. It was a day of furious thunder and rain. The wind, likewise, blew a hurricane, and the lightning flashed with a rapidity and a splendour, such as even in an Indian climate, is described as of rare occurrence.

When the storm was at its height the garrison of Arcot beheld to their consternation Clive's battalion in full march—the ranks being preserved and their step as firm and as free as if the elements had been at peace. Now it is well known that in those days the natives of India entertained, as to a certain extent they still entertain, a superstitious reverence for a storm of thunder and lightning. Chundah Sahib's people, therefore, who would have faced a battery of cannon probably without much scruple, but who would have no more thought of exposing themselves to the tempest than of crossing the Atlantic, were struck with an irresistible panic. They exclaimed that their enemies were supported by more than human agency, and that resistance would be useless. They accordingly fled in dismay from the citadel, of which Clive took possession without striking a blow. But Clive was too prudent not to provide against the return of reason in his enemies. He made every preparation to keep the conquest which had been so unexpectedly won; and as he dealt both justly and humanely towards the peaceable inhabitants, he found among them no disposition to thwart him in his proceedings.

Clive had not deceived himself as to the course which the enemy would be likely to pursue, as soon as they recovered from the panic which led to the evacuation of Arcot. They halted at a place called Timery, six miles south-west of the city, where, being reinforced by 2000 men, they began to show a front and to make dispositions for a siege. But Clive did not wait to be attacked. While his camp-fol-

lowers were laying in stores of provisions, and workmen, hired for the purpose, were strengthening and enlarging the fortifications, he himself, at the head of 100 Europeans and twice as many Sepoys, sallied out; and, coming up with the enemy, attacked and overthrew them with great impetuosity. They retreated into Timery which he was unable to carry by reason of the extreme lightness of his ordnance; and he marched home again, loaded with spoil, and improved in the *morale* of his detachment. Neither did he omit other opportunities of proving to the Sepoys their marked superiority over the troops of Chundah Sahib. Not long after the affair of Timery, he made a night-attack upon a body of 3000 men, who had established themselves within two miles of the outworks, and gave them a total defeat, without himself sustaining a single casualty.

Meanwhile strenuous exertions were made both at Madras and Trichinopoly,—on the part of the English to reinforce and support Clive—on the part of Chundah Sahib to regain possession of his capital. The English sent out the eighteen-pounders for which a requisition had been made, and the detachment which guarded them, composed almost exclusively of Sepoys, displayed a great deal both of daring and perseverance. They were twice threatened in their march by very superior numbers; and once, after some sharp skirmishing, compelled to retire; but they resumed their line of march again, as soon as the enemy withdrew, and reached Arcot in safety. And well it was for Clive that they did reach it; for within two days of their coming, certain intelligence was brought that Rajah Sahib, the Nabob's son, had moved from the main army with a strong corps, and almost immediately afterwards his columns were seen advancing towards the town in formidable array. Clive did not think it necessary to risk an action with so superior a force in the open country; nor were his disposable means adequate to maintain so large and defenceless a place as the city. He therefore drew in his outposts as the enemy came on, and shutting himself up in the fort, made ready to defend it to the last extremity.

Such of our readers as may chance to have taken part in the operations of Indian warfare will not require that we should describe to them the tumult and confusion that arise in an Indian town when an army, whether of friends or foes, is poured into it. On this occasion the scene is represented, in the journal of an individual who witnessed it, as having been wild and striking in no ordinary degree. The cavalry in their varied costumes,—some in loose robes, others cased in coats of mail, swept into the place,—while the footmen scattered themselves through the houses like so many swarms of bees, shouting, singing, beating their tom-toms, sounding their clarionets, and making every possible demonstration of triumph at successes past, and confidence of more successes in the future. Among other precautions which he had used, Clive had caused such of the houses as abutted upon the glacis of the citadel to be broken down; some, however, still remained standing, and into these clouds of marksmen made their way, whose fire proved so destructive, that no one could venture to show himself on the ramparts opposite without running the greatest risk of being killed or wounded.

It was here that Rajah Sahib proceeded to erect his batteries, of

which the appearance soon became so formidable, that Clive judged it necessary to try the effect of a sortie. The attack was given at noon, when the native armies are for the most part accustomed to refresh themselves by sleeping, and it was carried forward with singular resolution. About forty English and a hundred chosen Sepoys stole out by a sally-port, sprang up one of the ramparts, and pushed into the street, and as they went on with equal rapidity and order, the guards of the trenches were soon overpowered. * But every house and building near the battery was filled with people, and there came such a storm of balls upon the assailants, that no amount of human courage could long endure it; they reached the battery, however, spiked a gun or two, broke some intrenching tools, and otherwise did all the mischief in their power. But their success was dearly bought: sixteen Europeans, including an officer, were killed, and as many wounded; while among the Sepoys the carnage was even more severe. But they stood it nobly; indeed, several of them, hearing the cries of certain of their disabled comrades, whom, in the hurry of the retreat, the European rear-guard had been unable to bring off, turned back, and with admirable courage and humanity, bore them into the fort. They received for this service the hearty thanks of their commander; and became every day more and more courageous as the consciousness of their importance became better known to themselves.

The siege went on, in all the toils and perils of which the Sepoys proved themselves worthy to serve by the side of Englishmen. When Clive, finding that his eighteen-pounders were disabled, and that his light pieces could not be shown, proceeded to erect a tower by which the houses that so much annoyed him might be commanded, no portion of his army worked more cheerfully than the Sepoys with pickaxe and spade; they lent their aid likewise, to drag to its summit the ponderous Indian gun, from which the shot of seventy-two pounds weight went clean through every obstacle of building and embankment; and they took their turns in firing the train by means of which this clumsy, though most efficient weapon was discharged. Nor was it thus only that their firmness and fidelity were proved: provisions grew so scarce within the fort, that doubts began to be entertained whether it would be possible to hold out till the arrival of those succours for which repeated and urgent demands had been sent to the presidency. Of this the enemy were well aware; and they used every possible mode of persuasion—by shooting arrows with written papers attached, by speaking to the sentries on duty, or to stragglers on the wall—to corrupt the fidelity of the Sepoys; but their invitations were disregarded, and their allurements despised; indeed, on more than one occasion the Sepoy replied to his tempter with the most convincing of all arguments—a musket ball.

Nor must we be content to stop here in our record of Indian fidelity and self-devotion. When there remained in store but a slender supply of rice, and every other article of food was consumed, the Hindoos besought their commander that he would give them leave to boil the rice for the whole garrison—"Your English soldiers," said they, "can eat from our hands, though we cannot eat from theirs; they shall have as their share every grain of the rice, and we will content ourselves and find subsistence by drinking the water in which it has been boiled." We do not think that generosity, and honour, and self-devotion were

ever carried farther than this by any people ; and we give the anecdote on an authority which admits of no contradiction.

We have alluded to the efforts which were, from time to time, made to open a communication between the distressed garrison and its supplies : such services—services which implied the facility of passing through the enemy's camp, and penetrating, in the midst of a thousand dangers, to Madras—could of course be performed by natives alone. Though it was well known that, one after another, the messengers had been discovered, and their heads, stuck upon poles, satisfied those within the fort of the fate which had overtaken them, Clive had never far to seek for a fresh volunteer,—his Sepoys were all ready to die for their beloved leader ; and they comforted and encouraged themselves by the persuasion that if it was their fate to perish, as nothing could avert, so neither could anything hurry it on. Thus, from day to day, as occasion required, new adventurers sallied forth, by several of whom the authorities at Madras were at length made aware of the extremity to which the defenders of Arcot were reduced. They sent out a detachment of 100 Europeans and 200 Sepoys, with a convoy of provisions and stores for the citadel ; and the latter made their way safely enough till they had arrived within thirty miles of the place of their destination, but here a fierce attack was made upon them, which they found it impossible to resist, and they fell back with great reluctance to Panamallee. It was then, when all ground of hope seemed to have been taken away, that fortune, or rather Providence, which seldom deserts the brave, interposed to save Clive and his gallant followers. There was a Mahratta chief, called Morari Row,—one of those roving adventurers who hire out their own swords and the swords of their tribe, in India, often to the best bidder,—whom Mohammed Ally had engaged, on the customary terms, to join his army. This man lay encamped about two days' march from Arcot, watching, as it seemed, the result of the operations both there and in front of Trichinopoly, and to him one of Clive's Sepoys, at the suggestion of his own good sense, made his way. Morari Row had been already astonished by the boldness and obstinacy of Clive's defence ; the tale of the Sepoy both interested and delighted him ; and he made up his mind to support a cause, which, as it seemed to be supported already by heaven, must, as he said, ultimately prevail. He accordingly put his troops in motion ; but Rajah Sahib's sources of intelligence were too good to leave him long in ignorance of the threatened danger, and he resolved to anticipate it.

Two breaches were by this time effected in the wall of the citadel, one of which measured fifty, the other ninety, feet in width ; and Rajah Sahib determined at all hazards to try the effect of an assault. He was aware that Clive had cut them both off with retrenchments, and he saw that both were flanked by parapets which the garrison had thrown up, and from behind which a fire could be maintained in comparative security. Yet he knew also that Clive could not now muster more than 120 fighting men, of whom scarce thirty were Europeans : it was therefore natural for him to conclude that by sheer weight of numbers he must prevail, especially when it was in his power to add the incentive of religious fanaticism to the undoubted courage of his troops. On this latter account he made choice of the anniversary of one of those great festivals which occur in the Mohammedan calendar, like our own Easter,

at certain stages of the moon, and he ordered for that day, (which chanced to be the 14th of November,) the performance of this hazardous exploit. Now the true believer in Mohammed is convinced that all those who fall on such a festival, while engaged in battle with the infidels, is carried at once into the Prophet's paradise, and this persuasion, if it be fortified by the judicious use of opium in sufficient quantities, gives him courage to face death in any form. Accordingly, on the 14th of November, two heavy columns poured from behind the shelter of the houses, and leaping into the ditch, began to ascend the ruins with surprising ardour; but not one out of the sections which led reached the top of the breach alive. The garrison opened upon them such a fire,—so close, so continued, so coolly and deliberately given,—that the assailants rolled to the bottom of the breach in masses. The survivors recoiled; they withdrew behind the houses, formed again, and again advanced over the bodies of their slaughtered comrades. But their courage, both natural and assumed, availed them nothing: Clive's heroic band were not to be shaken, and the assault failed.

A native army, once defeated, is, as we need not remind our brother-soldiers of the East, incapable of being restored to order. Rajah Sahib's troops not only withdrew from the assault, but breaking loose from all the restraints of discipline, such as it is in levies of the kind, entirely dissolved themselves: many deserted to the English, many more stole away to their homes, while the chief, with such as adhered to his standard, evacuated the town under cover of night, and hastened back on the road to Trichinopoly. But he was not permitted to escape unmolested: at early dawn Clive sallied out in pursuit, and being joined on the march by a detachment from Morari Row's corps, and strengthened by a body of Europeans from Chittapet, he overtook the fugitives, and totally defeated them. He then turned upon Congeveram, of which, during the siege of the citadel, the French had obtained possession, and, after a three days' attack, made good his entrance. It is worthy of remark that the enemy endeavoured to deter the English from their threatened attack by exposing two European officers, their prisoners, on the walls. But these brave men—Lieutenants Revel and Glass—besought Clive to forget that they were in danger, and to act as his duty required at all hazards. They were both found in the place uninjured when it fell.

During the whole of this campaign, and for some years afterwards, the disciplined Sepoys were embodied, as they had been at the outset, in independent companies, generally of 100 men each, under subadars, or native captains. There were few of these native officers that failed of doing their duty; while one, by name Mahomed Esof, raised himself, by his talents and courage, to the general command of the whole Sepoy force. We have not space, neither is it consistent with our plan, to enter into a detail of the services even of a Sepoy hero; but we beg to refer such as are curious on this head to the pages of Orme, where, in the account which is given of the wars of Clive, Lawrence, and Smith, they will find the name of Mahomed Esof as frequently and as honourably mentioned as that of the most highly-distinguished Europeans who took part in the struggle.

In proportion as the numbers of the native army increased, the form of its organization underwent a change, and the independent companies

were gradually brought together into battalions. Thus we find that, in 1776, there were, on the Madras establishment, ten Sepoy battalions of 1000 men each, which were respectively commanded by *three* European officers. Probably this number will appear quite inadequate to those who are accustomed only to the dispositions which modern times have brought about; and it would appear that some inconveniences did actually attend it, for additions were, from time to time, made to the amount of European officers, till at last these consisted of one captain for each battalion, and one subaltern for each company. Still we very much question whether the native troops have ever been more efficient, we are sure that they have never been more forward or more zealous than during the period when situations of honour and responsibility lay within the reach of the native warriors. We do not mean by this to insinuate that the best corps of native troops can be rendered effective without the stimulus of European control and European example; but we are decidedly of opinion that this may be carried to an excess, and that the presence of too many Europeans with a native force is just as mischievous to the *morale* of the Sepoys as its total negation. Perhaps then, the most perfect organization, considering the nature of the force, was that which prevailed in 1786, when to captains were committed the management of battalions, to lieutenants and ensigns the command of companies.

The years 1780, 1781, and 1782, comprised a period of intense suffering both to the army and the peaceable inhabitants of the Carnatic. With respect to the army, there was scarcely a regiment which was not twenty months in arrear of pay; and though a daily allowance of rice was issued to the men, such allowance did not suffice to save their families from the ravages of the famine which wasted the Company's dominions. Now, when it is considered that the Hindoo is singularly attached to his family,—that if he be a married man, his wife and children are to him as life itself—if single, that his filial and paternal affections are of the strongest kind, the merit of a fidelity and endurance such as never permitted a murmur to break forth, must be acknowledged to have been great. Moreover, the native soldiers received with gratitude and repaid by attachment the acts of kindness by means of which their European officers strove to lighten a load of suffering which they could not remove, and cheerfully followed wherever they were led, displaying on all occasions as much of active courage as of passive resolution. Perhaps we shall not go very wide of the mark if we say that, in Madras at least, the native army was there at the height of its glory; though it would be unfair to speak of it as at any time giving proofs, in the presence of an enemy, that its military spirit was impaired, far less broken.

During the campaigns of 1790 and 1791 against Tippoo Sultan, the Sepoys of the Madras establishment conducted themselves nobly; but the number of European troops which were now intermixed with them lessened their opportunities of distinguishing themselves; and, though improved in discipline, they perhaps fell in their own estimation, for the native army was become in some sort a secondary one; and the pride of those of whom it was made up was lowered. We are neither questioning the necessity of the increased number of his Majesty's troops which were employed at that period in India, nor doubting the

propriety of allotting to their superior physical strength and more active courage services of the greatest danger, and of course of pre-ëminent honour,—we speak only as to the effect that was produced by the change in the minds of the native soldiers, and we know that it was bad.

The operations under Lord Cornwallis and General Meadows were certainly not inferior either in their brilliancy or their results to those of which Sir Eyre Coote had the management. Yet every officer who is old enough to recollect them can tell how differently they were regarded by the Sepoys who took part in both. Coote's campaigns, or rather the memory of them, might bring to the recollection of the soldier the image of hardships and distresses endured by himself—perhaps of his children destroyed by famine; but it was associated in his own mind with a consciousness of his own importance, at the moment, to the Government which he served; and sanctified by a sense of patient valour, and the pride of glories achieved. It could not be so, at least in the same degree, in reference to his services under Cornwallis or Meadows; and circumstances were continually occurring, twenty or thirty years ago, which proved this. The pictures of these three great leaders—for in Indian warfare they certainly were great—may be seen to this day in the great room of the Exchange at Madras; and it used to be the practice, as often as a fresh battalion came into the garrison, that the old soldiers would conduct the young ones to see them. On such occasions *Wallis* and *Madows* (so were the names pronounced) were always pointed out as brave chiefs; but to the similitude of Coote, a sort of religious pilgrimage was made—the youngest child of a Sepoy being taught to bow down, in a species of adoration, before it.

The year 1796 is memorable for the introduction of a fresh change into the organization of the native army, which was then made to consist, not of single battalions, severally commanded, as we have shown, by a Captain, with ten subalterns under him, but of regiments of two battalions, to each of which European Officers were appointed, of the same rank, and nearly of the same number, as to a battalion in his Majesty's service. The obvious effect of this arrangement was, to reduce the native officers at once to the rank, virtually, if not ostensibly, of non-commissioned officers. Hitherto the internal economy of the battalion, the mounting of guards, the duties of orderly officers, &c., had been superintended exclusively by the Subadars. Now, a European, generally a mere youth, was called upon to discharge functions for which neither his knowledge of the languages nor his experience in his profession qualified him; while the veteran native officer saw the last avenue to distinction blocked up against him, and ceased to take either a pride or an interest in the honour of his corps. No doubt the appearance and parade discipline of the troops were greatly improved. The battalions manœuvred better than they used to do; they were more steady under arms; and in the campaigns of 1799 against Seringapatam, and the Mahratta war which succeeded, they exhibited no backwardness to meet the enemy; but the peculiar tie which attached the men to their officers, and of course to the Government, was broken. A new bond, to be sure, took its place; but we shall see, by and bye, when we come to speak of the mutinies that

have occurred, and of the causes which led to them, that it was neither so flexible nor so enduring as that to which it succeeded.

As we have yet a great deal to say, and as we feel that to illustrate this part of our subject with all, or a portion of, the anecdotes which we have collected, would either involve us in perplexity, or swell our paper to an inordinate extent, we will conclude for this month, by stating, in few words, how, and in what order, the Madras Army grew up to its present state.

From 1748 to 1766, there were neither regiments nor battalions of Sepoys, but a certain number of Sepoy companies, commanded, as we have shown, by native Captains, though superintended by Europeans. In 1766, Madras could boast of ten Sepoy battalions, each 1000 strong; and each controlled and regulated by three Englishmen, under whom the Subadars still continued to possess both rank and influence. In 1770, eight additional battalions were raised, making in all eighteen, of which each had at its head a Captain, with one European Subaltern per company. In 1784, the native Army was very largely increased; it could then muster 28,000 Infantry, with 2000 Cavalry, though, in the organization of battalions, no change had taken place: but as this enlargement was brought about by the pressure of war, so the return of peace brought a reduction, only that, at the expiration of a brief interval, another and a still more important increase might be effected. In 1818, there were in the Madras establishment eight regiments of cavalry, twenty-four regiments of infantry, of two battalions each, several troops of horse-artillery, some corps of gun-lascars, and a very large invalid establishment. Since that era other modifications have occurred, such as the disuniting of the battalions, and the formation of each into a separate regiment, till now we find, by the East India Calendar, that the armies in the several Presidencies consist of the following details:—

BOMBAY.

Three regiments of native cavalry; twenty-six regiments of native infantry; two battalions of European infantry; regiment of artillery; corps of engineers; corps of invalids.

MADRAS.

Eight regiments of native cavalry; two battalions of European infantry; fifty-two regiments of native infantry; one regiment of horse-artillery; four ditto foot; corps of engineers; corps of invalids.

BENGAL.

Ten regiments of native cavalry; two battalions of European infantry; seventy-four regiments of native infantry; regiment of horse-artillery; five battalions of foot ditto; corps of engineers; corps of invalids.

A MONTH'S CRUIZE ON THE SMYRNA STATION.

EARLY in the month of October, 1835, information reached Mr. Brant, His Majesty's Consul at Smyrna, of a series of piracies which had been lately committed in the waters of Samos, and in the seas to the southward as far as Rhodes. The depredators were known to be domiciled at Ipsara, Scio, and Samos, and were generally cruising in the caiques of the country, each accompanied by a perama, a long row-boat capable of holding from ten to twelve men. With these, during calm weather, merchant vessels were boarded, robbed, and, in some instances, part of the crew murdered; and so daring had these pirates become, from the unaccountable supineness of the Turkish Government, that boats freighted by the merchants of Smyrna were actually captured before they had left the gulf, and even under the guns of St. James's Castle.

In consequence of these proceedings, it was deemed expedient that application should be made to the Commanding Officer of the foreign ships of war stationed in the Port of Smyrna, and a few days afterwards H. M. ship *Favorite*, Captain Mundy, and the French brig of war *Ducudie* weighed, and made sail for the purpose of cruising in the vicinity infested by these marooners. The *Favorite* proceeded, in the first instance, to Mytelene, and being detained there several days by bad weather, we were enabled to see a considerable portion of that magnificent island. The town is now a miserable collection of ill-constructed wooden houses erected amidst the ruins of the ancient city, and inhabited almost entirely by Greeks, who live principally by the exportation of their olive oil. A fortress commands the town garrisoned by a few of the tactics, or disciplined Turkish troops. The governor would not permit us to pass the gate, but the exterior appearance of the bastions and guns bore ample testimony to the bad state of the interior.

We observed a 60-gun frigate on the stocks nearly ready for launching. The harbour, or rather roadstead, is secure from all winds from N. round by W. to S.W., and the mole for small vessels is sheltered from every quarter.

A party proceeded about 30 miles into the interior to a village called Brissa, and having an order from the Aga, or Governor of Mytelene, to be suitably lodged, were accommodated in the best of the Greek houses. The country we passed through on our journey was highly picturesque, and in the neighbourhood of Mytelene extremely fertile; the olive and vineyards stretching out in every direction as far as the eye could see. After passing Port Olevere, which is the finest harbour in the Mediterranean, and only separated from the roadstead of Mytelene by a narrow neck of land, the face of the country entirely changes; forests of pine extend on each side of the road to the summits of the mountains, and as in our serpentine course we descended into the valleys, we crossed several rivulets, on the banks of which flourished the acacia, Vallony oak, myrtle, and other evergreens. Our party having guns and dogs we occasionally dismounted, finding partridges and quails in great abundance; and during the four days we remained in the interior, the sportsmen supplied our table. The population of the island is very inconsiderable, composed almost entirely of Greeks, whom we found very inoffensive and very ignorant. The greater part of the ground lies uncultivated, though the soil is capable of anything.

In the event of war, either with Russia or Turkey, England would do well to possess herself of this magnificent position, where she would receive a hearty welcome from the inhabitants, and where her fleets might ride secure in the finest harbours in the world. Blockading the Dardanelles from hence, all commerce through the straits would be impossible.

The weather having moderated, we again put to sea in the *Favorite*, and after cruising for several days hove to off the town of Scio.

How melancholy is the picture of this once flourishing and happy island! The stately mansions erected by the Genoese, and which were burnt during the massacre in 1822, when twenty thousand Christians were butchered in cold blood, still remain a mass of ruins; the silk-loom is neglected, and the preparation of the mastic gum, of all her former exports, alone remains in active operation. From Scio we steered our course into the Gulf of Scala Nova, sending out our boats to examine every vessel, but hitherto none had answered the description of the pirates. Passing through the great *Blögaz* channel to the westward of Samos, and where we encountered strong northerly breezes, we reconnoitred the *Fourni* Islands, a group consisting of several scattered rocks, united, but known as a resort of the miscreants of whom we were in search. From thence we bore away for Patmos, and as we approached distinguished the monastery of St. John, which crowns the summit of the highest peak of the island—a situation highly picturesque, and when considered in connexion with the apostle in memory of whom it was founded, presented a view of more than ordinary interest. In clear weather this lofty beacon may be seen at the distance of five or six leagues, as also a smaller monastic building on a height to the westward.

The best harbour is at the extremity of a large irregular bay at the S.E. end of the island. It is about one mile in circumference; the entrance between a lofty and nearly perpendicular rock on one hand, and a lower range of hills with the remains of an old castle upon it on the other; deep water close to, and sixteen fathoms in the centre of the port, being then about three cables' length from the scala or landing place where a few houses have been lately erected. The harbour is sheltered from every wind but S.E.; at the end of this is a narrow isthmus of land, and beyond it another little port well sheltered from south and south-easterly winds.

On first entering the large bay above mentioned, you will observe a large wedge-shaped island on your starboard hand which may be said to be connected by a string of smaller islets with the main. Pass this about three cables' length distance in eight fathoms, and the narrow entrance to the harbour then opens, bearing about N.W.

There is also another good harbour to the southward of this, formed by an island at the entrance of a sandy bay; it is nearly the same size as that forming the outside of the string extending from the main, bearing from it S.W. four or five miles. It is shaped like a Turkish saddle, and appears to form part of the main land. There are some rocks off its south end, but a good passage into the harbour on either side, and you may anchor in ten fathoms three cables' length off shore.

Patmos still continues nominally under the Ottoman government, but no Turks are permitted to reside in the island. This privilege has been granted by the Sultan since the first capture of the island in 1553. The

population is 3000, professing, almost exclusively, the Greek religion, and are remarkable for their fanaticism and superstition. The town is built round the monastery, the interior of the houses being neat and spacious, but the streets dirty and very narrow. The women are fair with handsome features, their sole occupation the manufacture of strong cotton stockings, which, with earthenware pots, are the only exports of the island. The whole surface is in fact a barren and dreary spot, but rendered most interesting as the prison of St. John the Divine, who was banished there by the Emperor Domitian.

Soon after we had anchored, we observed the English ensign apparently floating upon one of the turrets of the monastery; it proved, however, to be the mansion of the British Vice-Consul, Signor Gilli, who numbered upwards of 70 years, 40 of which had been passed on this melancholy spot. His family consisted of three really very pretty daughters, one of whom had been married a few days previous to our arrival, but as none of them spoke any language but Greek, our communication was necessarily restricted to signs and looks. The costume of the females is not becoming,—the waist extremely short—petticoats brushing the ground, and a dress of light muslin of an enormous height placed with an inclination upon the head,—altogether the most preposterous *coiffure* that could be imagined. The old gentleman, in recurring to former scenes and early days, related his remembering the British fleet anchoring in the roads of Patmos on their passage to Egypt in 1801; since which time, an English ship of war had rarely made her appearance, and the arrival of the Favorite was looked upon as an era in the monotonous regularity of their life. Signor Gilli is an Italian by birth, acts also as *Russian Consul*, and, like most of the tribe of British Vice-Consuls in the Levant, is utterly unfit for his post. We, however, partook of his coffee and sweetmeats offered by his interesting daughters, and afterwards procuring a cicerone ascended to the monastery, into the postern of which, after sundry knockings, we were admitted by one of the monks. We were first conducted to the chapel, a small building richly inlaid with tolerable mosaics, and adorned with several antique-shaped silver candlesticks and lamps; the walls, evidently erected many centuries back, were disfigured by wretchedly executed pictures, attempting to delineate scenes from the Book of Revelation, whilst in other parts were crowded together the tinsel gifts of the pious congregation of the island. From the chapel we went to the library, a large hall containing innumerable manuscripts in Greek and Latin, besides many French works. We endeavoured to purchase some, but could not prevail upon the librarian, an old padre, a most venerable looking patriarch, to part with any. He told us that there were now thirty monks in the monastery, and that service was performed every day. They were all nominally under the jurisdiction of the Patriarch at Constantinople, from whom they sometimes received money, the produce of their own ground being barely sufficient to keep them. We were surprised at the extent of the building and the number of apartments it contained, and were equally delighted with the magnificent view from the summit of the belfry, the eye embracing at one glance the distant mountains of Mycale, in Asia Minor, with Samos and Nicaria towards the north, whilst towards the west and south, the still sea appeared studded with innumerable islands irregularly dotted upon her surface. The sun was at this moment shining with intolerable heat, assisted by the comet; and

as we regarded the broad expanse of the Icarian sea, we could not be surprised at the unfortunate fate of the son of Dædalus.

The bird's eye view of Patmos itself is very striking, from the excessive narrowness of the land, which forms innumerable divisions of capes and bays stretching out in every direction.

In our descent from the town, we visited the natural grotto which is situated about half way down the side of the mountain, and not far from the road. It is religiously believed that in this cave St. John was confined, and wrote therein the Book of Revelation. A small chapel has been erected in one division of the grotto wherein lamps are continually burning, and the priest who conducted us appeared to enter the sacred vault with feelings of awe and reverence. A representation of the angel visiting the Apostle, and showing the "events that should shortly come to pass," painted upon the wall in the worst style, destroyed to a certain extent our devotional feelings; but no doubt existed in our minds as to the purpose to which the cave had been in former times appropriated. It had evidently been a dungeon; and as it is generally admitted to be an historical fact, that St. John was a prisoner in the island during the first Roman persecution of the Christians, it is more than probable that the traditional accounts of its being the actual place of his confinement is really correct. We had no time to linger or indulge in these reflections, the blue peter was flying, and soon after sunset a fair breeze springing up, we were again under sail and steering for the little Bhogaz channel, a narrow strait between the Island of Samos and the main land. Whilst beating through this passage, a boat was observed exactly answering to the description of one of the piratical peramas. She was immediately overhauled, and two of her crew corresponding to the description, they were made prisoners and conducted with their boat to Scala Nova. We found a current in the channel setting to the eastward at the rate of a mile and a half per hour.

Scala Nova, ancient Neapolis, is built on the side of a hill close upon the sea shore, and forms the south part of the port. The town is divided into the Greek and Turkish quarters by a wall across it, and there is also an extensive rampart drawn across the brow of the hill towards Samos, originally intended as a protection against the inroads of Samiot pirates. The harbour of Scala Nova is small and principally formed by an island, but winds from W.N.W. to N. bring in a sea. The backset, however, is so great, that vessels are never wrecked there. We anchored in ten fathoms, a quarter of a mile off shore, the minaret in the town S.E. The church of Scala Nova is richly decorated in the interior, but suffered much during the Greek revolution; it is in the diocese of the Archbishop of Ephesus, and is generally considered by the modern Ephesians of the Greek persuasion as the successor to the ancient church. We found provisions of all sorts extremely dear. The British Vice-Consul, Signor Fetini, a Maltese of low birth, acts also as Russian Consul, and appeared as ignorant of his duty as his colleague at Patmos. The Favorite, during our stay here, was inundated by visitors, both Turks and Greeks, and the Governor with his suite (a wretched looking set) also honoured us with their presence.

The whole town appeared paralyzed by the late daring acts of the pirates, and were not a little rejoiced at the presence of a British man-of-war to protect them. The chief of the custom-house offered one of the caiques of the country to the Captain, provided he would man her with

his seamen and send her out to cruise as a bait for the pirates. This was accepted; and at dusk, a large "tricondera" with one of our officers and a crew of seven men with a few Greeks as pilots on board, started on an expedition, with orders to make a coasting voyage towards Scio. At daylight the following morning, a large party of us set out for Ephesus, mounted on mules, with a Turkish guide. The distance is about seven, or eight miles, the road for half the way bordering upon the beach, and afterwards striking inland over a series of hill and dale, and a road of the very worst order for quadrupeds. After a journey of two hours, and just at sunrise, we reached the summit of the first mountain overlooking the plains of Ephesus, and which was called by our guide La Prima Guardia, or St. Paul's Prison. Here is a small building but of modern date; from hence the view is most beautiful, and no description can give an adequate idea of the desolate magnificence of the scene; for beneath us and upon our right lay prostrate in one mass of ruins the once proud and idolatrous city. The vengeance of the Almighty had required the overthrow of those splendid temples and marble palaces in which the heathen had for so many ages delighted, and the iron hand of Time had fixed his destructive grasp on those massive edifices, which man in his pride had imagined would endure for ever. It was indeed a melancholy picture, affording a salutary lesson of the instability of human greatness; but the impression was speedily removed in the contemplation of the natural beauties of the hills and dales which were crowned in a mantle of autumnal verdure, whilst some proof of animated life was observable in the herds of camels and flocks of sheep which wandered over the extensive plains irrigated by the winding Caystras. The panorama was altogether one of the highest interest.

From St. Paul's prison we turned inland, leaving the sea at our backs, and rode along the northern side of the Corissus, a lofty range of mountains extending nearly east and west, and uniting with another extensive range forming the northern boundary of that vast natural amphitheatre, the area of which contained the ancient city with its environs and public buildings. Between these two mountainous ridges lies a small circular hill, called Mount Prion, about three miles distance from the sea, upon the sides of which several of those stupendous works of art had been erected, and which at the present day divides the ruins of Ephesus from the modern Aisaluck, a miserable Turkish village, where, however, is a cafinet, and close in front of it a sarcophagus with a Greek inscription upon it. The high road to Smyrna passes through this village. At about half a mile to the northward is a large mosque, formerly the church of St. John the Divine, who died at Ephesus not long after his return from his banishment to Patmos. This was probably converted into a Mahometan house of worship by the conquering Saracens, or by Tamerlane. An immense crescent now glitters upon the dome, but the interior has been long destroyed, neither has the koran been read within its walls for many years. It contains four marble columns, and one capital of composite order of exquisite workmanship. Perhaps in the spacious hall in which we stood, the bishops of the early ages had assembled in council to arrange the doctrine and discipline of the primitive church, before "it had fallen away from its first love," or the warning of St. John had been revealed.

The Turks here appeared of the worst cast. How extraordinary has

been the change during the last few years in this once fanatic and savage race! They regarded with perfect indifference our breakfasting in their mosque, and seemed rather amused than otherwise at our shooting the ravens as they hurried away from the ruined minarets.

On a hill above this mosque stand the ruins of a large castle once the citadel, and from the summit of which is a magnificent view, and here probably, had it not been for the fear of earthquakes, the temple of Diana would have been placed. In the valley below are the remains of an ancient aqueduct. The principal ruins at Ephesus at present worthy of examination are the Circus or Stadium, part in great perfection with its area 690 feet in length, and near this stands a beautiful archway quite disconnected from any other building. We ascended to the top of it, rather a difficult scramble. On our left looking towards the sea was the theatre, generally supposed to be that in which the scene took place as described in the 19th chapter of the Acts and 29th verse, when the mob, excited by Demetrius the silversmith against St. Paul, "with one accord rushed into the theatre." In one part was a mound of earth on which some public building had stood, as the bases of numerous columns clearly proved. Between this and the theatre were the ruins of an immense temple, which many suppose to have been the famed temple of Diana. The site, however, of that wonder of the world has never been, and probably never can be satisfactorily ascertained. It is described by ancient authors as shining as a meteor at the head of the port, which is now a morass filled with tall rushes. We found partridges in great abundance, and disturbed a fox in the area of the Odeon.

Between Mount Prion and the Corissus are other remnants of an Odeon and of a Gymnasium, besides minor antiquities.

A little before sunset we mounted our horses and galloped by the river's side to the beach, where we found the boats waiting for us, and the ship lying to in the offing. The river is about ten feet deep where it joins the bay, and boats, after being hauled over the bar, may proceed up to the ancient harbour. Excellent fish are procured here. We left Ephesus with a melancholy feeling; no human being, Christian or Turk, now dwells there, not even a hut to be found amidst the splendid wreck. Corn is yearly produced amidst her prostrate palaces, and cattle wander through her fallen temples, some of which were without doubt those Christian churches which flourished after the downfall of the Pagan worship. No road passes through, and Ephesus is without an inhabitant. First fell that glorious temple, the seventh wonder of the world, dedicated to the great goddess whom all Asia worshipped. Then by gradual advances these Christian edifices sprung up amidst the ruined masses of heathen idolatry, until at length the pure religion of our Saviour was firmly established, and Ephesus became a Mother Church. Great was then her faith and her works; but rejecting at a later period the warning voice of revelation, she was doomed to suffer, and "her candlestick was removed from out of its place." Now the delusions of Mahomet reign triumphant, and the doctrine of the false prophet will probably continue to be received by the modern Ephesians, until the time of the Gentiles be fulfilled.

During the night we lay to off the ruins of Colophon and Claros, the latter of which had been famous for the temple of Apollo, but at the present day the traveller is not repaid for a visit there.

From hence we stood ~~across~~ to Port Vathi in the island of Samos, and found that island in rebellion against the Sultan; the people had refused to pay the portion of the very moderate tribute of four thousand pounds per annum, which had been fixed upon at the settlement of the Greek question, and the Greek Governor Masouri, acting for the Etienne Wagorides, Prince of Samos, found himself placed in considerable difficulty.

We remained a few days to watch the progress of affairs, and were joined by the caïque which had been sent from Scala Nova after pirates. She had had an engagement with a large armed boat containing thirty-six men, and had been forced to run upon the shore for safety, where the small party of seven of our seamen entrenched themselves amidst the ruins of ancient Teos, and defended their vessel from the attacks of the enemy. The arrival of Mr. Brant, the Consul at Smyrna, upon the scene of action elucidated the affair, and the piratical boat turned out to be a *friend*, armed and despatched secretly by the Bey of Smyrna to cruize upon the same errand as ourselves. Our caïque was much cut up in the hull and sails, but fortunately no lives were lost, and the officer in command, under all the circumstances, appeared to have acted very judiciously.

The British Vice-Consul at Samos is a Signor Spathi, a Zantiote by birth, and an old man,—he is altogether unfit for his situation. His daughter, young and interesting, is considered a genius; she has translated some of Voltaire's tragedies into modern Greek. Port Vathi is a good harbour, only open to N.W. winds. We worked in, the shore bold on both sides. From hence we run over to the snug little harbour of Sigajiek, which is only three hours from Vourla across the Totinus. Here we found the Mastiff surveying vessel. Her talented Commander, Lieut. Graves, came off and piloted us in, and gave us besides much useful information respecting the different parts of the coast he had surveyed. The holding ground of Sigajiek is excellent, and we rode out during three days a heavy southerly gale at single anchor. At the entrance of the harbour is a small island with a beacon upon it; off this extending two cables' length are some rocks, which are just a wash and are the only dangers. The harbour is little known, but is well worthy of every officer's attention; the ruins of Teos in the vicinity are worth exploring.

When the weather moderated we sailed from Sigajiek, and having touched at Scio to land the pirates which had been captured, we steered our course for the gulf of Smyrna, and anchored off the Consul's house a few hundred yards from the shore, amidst the French, American, and Austrian squadrons, which had arrived for their winter quarters during our absence.

Our cruise had occupied a month, during which the weather was pleasant, and all on board, we should imagine, must have thought that the Smyrna station was neither so monotonous nor so disagreeable as it had generally been represented. We had expected, like our predecessors, to have been confined entirely to the bay and anchorage of Vourla, and therefore had reason to be doubly gratified in visiting so many places, rendered interesting by their present position and by the recollection of their former greatness.

RECOLLECTIONS OF THE BRITISH ARMY, IN THE EARLY CAMPAIGNS
OF THE REVOLUTIONARY WAR.

No. II.

It has been remarked that the English people are apprehensive of danger when at a distance, but that no nation meets its near approach with more firmness or intrepidity. This characteristic of our country could not be more strongly exemplified than it was at the period of the war that succeeded the peace or truce of Amiens; the alarm of invasion, which amounted at first to a panic, gradually subsided, and the nation buckled on its armour for the struggle with the most formidable enemy that it ever encountered, with an alacrity and firmness of purpose beyond all praise. John Bull did not like to be told, across the Channel, that he should not presume to speak or write disrespectfully of the First Consul; and his ire was further enhanced by being informed that England, single-handed, could not contend with France; he resolved forthwith to make ready for a "set-to," and prove who was "the better man."

With the exception of a small party in both Houses of Parliament, the war was decidedly popular, and no sacrifices were deemed too great to repel the taunts of our inveterate enemy. The petulance of Bonaparte in the first instance, recoiled on himself, as, by bringing things too soon to a crisis, he lost the opportunity of reinforcing his army in St. Domingo, which, with such assistance, and under the able guidance of Rochambeau, might have saved that valuable colony to France; the wretched remnant of that once fine army being soon afterwards very glad to surrender to our ships on the station, to avoid the sanguinary vengeance of the blacks.

In reverting to a period of so old a date, I do not pretend to take upon myself the task of historian, or go over a detail of events which have been already better told; my wish is only in some degree to prove the force of my position, stated in former papers, as regards the impolicy of reducing an army so low in peace, that when the moment of danger arrives, we look round in vain for its assistance. It was certainly a very imposing spectacle, that of placing 300,000 men under arms for the defence of their country, and every credit was due to the volunteer force of that day: they were assiduous in gaining some insight into the profession of arms, but soon began to be conscious that the trade of a soldier was not to be learned in a day, and looked around, with a sort of want of confidence in themselves, for the support of regular soldiers. The Minister seemed also to have the same sort of feeling, and resolved to reinforce the army with a levy of 30,000 men, to be called the army of reserve, of which I shall have occasion to speak hereafter; and in the meantime all sorts of measures were called into play (some of them ridiculous enough) to remedy the want of an effective army. Orders were sent round to drive and lay waste all the country where the enemy might land; all kinds of vehicles were to be in requisition for the transport of the few troops to be had. Because one of our ships had been beaten off by a circular tower in Sardinia, martello-towers became all the fashion; the coast of Kent, and even parts of the shores of Ireland, were studded with these "gems of the sea," and they stand there

now, monuments of the panic of the times. Immense sums were expended on the heights of Dover and the lines of Chatham,—as if an enemy was bound by contract to march on London by that route, when he could, as the Irishman says, come up “fair and aisy” by the Maidstone road. A canal was dug from Hythe to Rye, which cost 500,000*l.* and the lives of many of the Lincoln militia, who were stationed there under the impression that they were “mud-larks” by profession; and when this magnificent specimen of inland navigation, running parallel with the sea, was finished, no one could discover its use;—an officer of engineers, who had been employed in the construction, and was hard pressed on this point, said it would serve as a ditch and defence in case of an enemy landing on the beach beyond it; an officer of the Rifles, who was present, offered a bet that he would hop across it with his feet tied together: it also remains, and serves to convey soldiers’ baggage from Hythe to Rye, and for the officers to skate on in winter.

In aid of these expensive projects of the Government, a society was formed for rewarding merit of a military nature, and the source from which they drew their means was called the patriotic fund. In many instances they did considerable good, but in others were imposed on by trumped-up stories; they continued their labours, however, for three or four years. To show what nice casuists in *casualties* they were, I shall relate two accidents for which applications were made with different results. The first was one of the prime seamen of H.M.S. Bellerophon, in chase of a ship of equal force: this poor fellow was rigging out a studding-sail boom, when by a sudden gust the spar was carried away and the man with it; under the circumstances it was impossible to heave the ship to; they cut away the life-buoy, but the man never reached it, and perished before their eyes; to the application of this man’s widow and two children the answer from the committee was, “that they could not take casualties into their plan of compensation.” On the very day they gave this answer, one of the Kensington volunteers, at exercise in Hyde Park, was so ingenious as to load his firelock at full cock, and peeping, “like a magpie into a marrowbone,” to see how things were going on in the iron tube, the piece went off, and sent the ramrod through the head of this investigator of gun-barrels. To the widow of this man the patriotic fund at once accorded a pension.

I have alluded to raising 30,000 men, under the appellation of the army of reserve. This levy was in fact nothing more or less than a conscription, with the only difference that those drawn might purchase an exemption by substitute; this became a hard case on those whose employments debarred them from joining the volunteer force, and they were obliged to purchase their representatives at an enormous rate,—many of these men received as much as 70*l.*, and then a fresh bounty when they volunteered into the Line. Never were soldiers better paid. In the hurry and anxiety, among several fine young fellows, there were many that contrived to pass who were in every respect “King’s hard bargains.” One fellow I recollect, who joined a regiment at Bristol, had that convulsion of the nerves called St. Vitus’s dance, and could be put to no manner of use except as camp colourman, and from that they were obliged to desist—the fellow’s head shook like a toy-mandarin, and it set all the men laughing as they came up to this vibrating pivot; yet this man, who was “neither useful nor ornamental,” acknowledged

that he received 60*l.* bounty. It may be reckoned that of this levy 25,000 men became regular soldiers, which was a very handsome addition, but still much below the mark.

At length

“Those critical times of feuds and jars,
Invasions, uproars, wounds, and scars,
Militia marching in bran new coats,
The Dutch, the d—l, and flat-bottom’d boats,”

passed away; the French were drawn off by the war with Austria, and our volunteers were allowed to give up the “pride, pomp, and circumstance,” to return to their shops and country-houses. Perhaps in no class of life could the distinction between the French and English be more strongly shown than in contrasting our Volunteers with their National Guard. In the former, the Englishman, on the call of danger, takes arms in defence of his country, and, in the event of any immediate crisis, would no doubt display both zeal and courage; but military duty extended over any length of time does not suit him—it is “out of his beat,” and he sighs to be back at his daily occupation, which is also his pleasure.—On the contrary, military pursuits are highly congenial to our neighbours of all classes: and Chateaubriand has concisely stated this by saying, “*La France est un soldat.*” The Parisian shopkeeper partakes of this feeling with his country; his delight is not in business; he is glad of any excuse to throw the details on his wife—his business is pleasure, and, although at first sight there does not seem to be much of that sensation attending the monotony of mounting guard at the Tuileries, yet the National Guard is aware that his position places him in the first rank of sight-seeing, and he is quite happy in the pursuit. As every thing is exhibition in France,—whether it is the opening of the Chambers, the execution of a Fieschi, the anniversary of a great row, or the burial of a celebrated fiddler,—*La Garde Nationale* always occupies the first place, and the delight of the spectacle amply compensates its members for the dulness of the remainder of their life.

The alarm of invasion of England having subsided, the probability of its taking place in Ireland was then started—a large camp was formed on the Curragh of Kildare, under the command of Lord Cathcart. When it broke up, the troops were prudently not dispersed along the coast, but cantoned as nearly as possible in the centre of Ireland, where 15,000 men could have been concentrated in a day, and brought to bear on any point that the enemy might have chosen; and from the discipline of that army and its high spirit, there can be little doubt but that they would have given a good account of any invader. This bugbear at length also died away, and people began to observe that we had been nearly three years at war, at enormous expense, without a blow being struck at the enemy. I need hardly make an exception on account of the West India Islands—in all the wars we have had with France, the ball always opens with the capture of the islands we ceded in peace; our maritime preponderance enables us to do this with comparative ease, and the fall of the West India Islands seems to be as regular as serving out the ammunition by which it is effected.

The march of intellect had not yet proceeded so far as to prompt the advantage of holding in hand a disposable and effective army of 40,000 or 50,000 men, ready to strike a serious blow on any vulner-

able point that the enemy might leave, particularly when he was engaged in warfare with other nations. The old system was kept up of frittering away our means in secret expeditions (whose destinations were always known), then seldom amounting to more than 4000 or 5000 men, only fit, in point of force, for the reduction of a sugar colony, and often so ill-judged as to bring considerable disgrace on the army, which in no sense deserved it.

I may here allude to an anomaly in our political institutions, which is as curious as that of a Chancellor who loses his office when his party goes out, or, as it was wittily said in the House, "that a man might be the third of a Chancellor one day, and a whole one the next." I mean, that we are the only nation in Europe that has not a *War-Minister*. We have a Commander-in-Chief, who chooses what troops shall form the force allotted for any service,—we have a Secretary-at-War, who looks only after the finance of the army,—and we have another Secretary, for War and Colonies, who receives the dispatches of Generals and gives them publicity; but we have actually no War-Minister who fixes how and where the forces are to be applied—this arrangement emanating with us in the office of the Secretary for Foreign Affairs, which has not been held by any military man except the Duke of Wellington, and his period of office was that of peace. Therefore the disposition of the military means of this country is at the discretion of a civilian, in like manner as the naval are at that of another; in other words, the two great and powerful arms of this country are wielded by persons ignorant of both:—can it be wondered at that mistakes have occurred?

I shall now revert to the period from whence this digression has carried me:—when the Ministers were really puzzled how to bring our forces into play. At length, in the year 1805, an expedition was ordered to assemble at Cove, and the troops were embarked in July. Sir Eyre Coote was appointed to the command, and it was generally understood that its destination was Caraccas—the present republic of Colombia: it was said that General Miranda was at Cork to accompany it; and the object in view was, to separate that province from Spain, by declaring its independence. Whether this project found opposition in the Cabinet, or from whatever other cause, the destination, after some weeks, was changed, and a new Commander, Sir David Baird, appointed. I shall endeavour to furnish some anecdotes of this expedition, as well as that which arose out of it,—the attack on Buenos Ayres—avoiding as much as possible military details, which might appear dry for the general reader, and claiming for myself the privilege of giving my free opinion as to the mode in which the operations were carried on. As the services of every naval and military man are, during their existence, the property of the nation, I conceive also the record of their lives, if impartially given, to be as much the property of the country as the MSS. in the British Museum; and the stock from which examples are to be drawn for the benefit of posterity, either as holding up a brilliant light by which future military aspirants may steer their course, or by showing a beacon to warn them of the dangers that may occur, either from vacillation or want of military skill. I have no pretensions to treat of this philosophical portion of biography, but merely to throw out hints that may be of use to the future compiler, something in the French

way, of *mémoires pour servir*. (In this pursuit, I shall “nothing extenuate, nor set down aught in malice,” and with regard to facts, I shall state nothing that I cannot prove by living witnesses.

The troops composing the expedition destined for the Cape had nearly all assembled, when one night a sudden alarm was spread; the beacon-fires on the hill were lighted, cannon fired, bells rung, the drum beat to arms on board the transports, and the men were kept under arms till daylight, when the cause of all this uproar appeared entering Cove, in the shape of twelve large Indiamen;—the officer at the Old Head of Kinsale had made the signal correctly, but the second man, in place of twelve large East India ships, signalized twelve large enemy's ships—these vessels contained the 59th regiment and several detachments. A few days prior to sailing we had a rehearsal, in Cove harbour, of making a landing good. The boats were all drawn up in divisions, and we proceeded to the attack of Haulbowline Island with the greatest regularity, landed, and embarked again without loss.

On the 30th of August, 1805, we got under way, but had scarcely passed the forts that command the entrance of Cove, when we found the wind had come foul; to save the trouble of returning to our anchorage, the ships were ordered to bring to where we were—an excellent motion for the rope-makers of those days and the Cork boatmen. The whole space where we anchored was rocky and foul ground, and chain cables not being then in fashion, the next day when we wanted to get our anchors, about sixty of them declined obeying the summons, and were left—a capital prize for the trawl-men. The ships of war were the *Diadem*, *Belliqueux*, and *Raisonné*, 64; *Diomedé*, 50; the *Leda* and *Medusa*, frigates; *L'Espoir*, brig-sloop; and two gun-brigs, with the twelve large India ships; sixty sail of transports, cavalry, and hospital ships, with a West India convoy; so that we cut a very respectable appearance when we got out on the “blue waters.” I should not forget to mention that, among other “varieties of the season,” we had a female convict ship from Cork. These ladies enlivened us now and then with choice specimens of their conversational powers, whenever we came within hail.

After knocking about in “the Bay” in a gale for some days, we made good our passage to Madeira after a tedious voyage of a month. I know not with what variety of impressions different persons have made this island, but I can speak for the ship in which I was embarked:—we approached its lofty shores under the influence of extreme thirst; aware that we should visit the island, we had not laid in any white wine, our beer and porter had all been wasted, and burst; and latterly, as we got into warmer weather, we had no beverage but strong port-wine, and water that had been seven months in the transports, which we were obliged to punish with whisks, to flog the offending hydrogen out of it, and to hold both nostrils when in the act of deglutition. It may be easily imagined with what avidity we gazed on the clear running streams when we got on shore; we drank Madeira and water by the bucket, and devoured grapes by the bushel. On leaving the island the West India convoy parted from us, as well as some of the East India ships containing non-combatants, that made the run to the southward.

On this occasion, Sir Home Popham hoisted his broad pendant, and

was saluted by the other ships. Perhaps this will be as favourable an opportunity as any other, to say a word or two of our Commodore, and try to describe what sort of man he was. I should certainly say that he was not what is called one of Nelson's sailors—neither was he what another navy man of some celebrity has been named, “a soldier on board ship,”—the nearest thing I can imagine was a diplomatist afloat. He had led a sort of miscellaneous life—had been employed on gun-boat service, forwarding pontoons, and such duty, under the Duke of York, in Holland—who ever afterwards remained his friend; he was then concerned in some private trade—the less said of that the better;—at length he was appointed to his present command. He possessed what the Scotch call a good deal of *cleverality*—was very conversant with the details of landing and embarking troops—had made considerable improvements, and given greater scope to the code of telegraphic signals—could run up the repairs of a ship, to make them cut a respectable appearance in the annual expenditure—and could plunder an enemy's dock-yard in the most complete and scientific manner. In his manners and address he was gentlemanlike and insinuating—and his powers with the pen need not be doubted, as they got him from between the horns of a dilemma, perhaps more awkward than ever was previously encountered by any public man. Amongst his own officers he was very popular—he took them always wherever there was a prospect of prize-money—and everything in the shape of promotion, that fell at all within his power, he gave to the squadron. To do him justice, also, as regarded ourselves, he spared neither trouble nor expense to insure the health of the troops. We had fruit served out in abundance both at Madeira and Bahia—and at the latter place he bought the entire cargo of a ship loaded with London porter, which was served without discrimination to all hands. We had roomy ships, great attention to cleanliness—and all these combined brought us to the Cape in the most perfect health. I shall mention, as an instance, the regiment to which I belonged myself. We embarked 903 rank and file from Cork, and landed 901 at the Cape—one man having died of consumption, and another detained on board by accident. I question if, in any other of the most favoured situations in the world, the result would have been equally good, out of a body of 900 men thus confined for six months on board ship.

Nothing material occurred in crossing the Atlantic: we had the usual amusements of dolphin catching, visit from Neptune, and other low-attitude pastimes. When we arrived in the vicinity of Fernando Noronha, we had other wants of more interest. A part of the fleet, principally India ships, were short of water, and they were sent on, to the number of fifteen or sixteen sail, under charge of the *Leda* frigate. We continued, with the body of the fleet, to advance at rather a slower pace. The following morning, being one of the headmost ships, we were much surprised at day-light to observe the sea all covered with floating wreck. On getting a boat out, we found ourselves amongst the *débris* of a transport, which we had no doubt, from their nature, were part of the ship that contained the head-quarters of the Artillery (the *Walker*, I think, she was called). We soon learned that another ship had shared the same fate—the *Britannia*, a large Indiaman. They had both been lost on a shoal well known on the coast, but it was supposed that we were well to the westward of it. The *Leda* frigate also

tailed on the shoal, but got off with loss of her foremast. Sir Home Popham had been much cried up as an able navigator, but this accident would evidently detract from his credit in that way. That he should have mistaken his longitude so far as to send forward this batch of ships without any hint of danger, and continue the same course himself, is rather extraordinary; had it been dark two hours longer, the whole body of the convoy would have been right on the danger. I suppose the unhappy currents got all the blame.

This shoal consisted of a range of rocks facing the northward, behind which was a low bank of hard sand, just above the water; and the two ships that were lost went stem on the rocks. The Artillery transport soon went to pieces; but the *Britannia*, a powerful, fine ship, built of teak, held together long enough to allow the crew to be taken off by the boats of the other ships, that had taken the alarm, and hove-to. Two curious circumstances occurred in the loss of these ships, which I think worth relating. The Artillery transport, as I said before, went right bow-on on the rocks—the bowsprit and jib-boom projecting over the rock on the sand. Along these, the officers, artillerymen, and ships' company, made their way, and dropped safely on the rock and sand. Amongst the last was Colonel Yorke, who commanded. Either from misjudging his distance, or trepidation, he dropped too soon, just reached the edge of the rock, and slipped down between it and the ship. He had loaded his pockets with money, which carried him under water directly, and he was no more seen; being the only person lost from that ship. The *Britannia*, being a very powerful ship—after the passengers were moved, it was thought that part of the consignment (Spanish dollars for China) might be saved, and several barrels had been got on the main-deck—but the symptoms of breaking up became so strong, that it was necessary to abandon the object. Just before the last boat put off, a midshipman was sent back to ascertain if there might be still anybody left on board. On gaining the main-deck, his surprise was great to see one of the men there. This fellow had broken open several of the dollar casks, and spread them out on a table-cloth on deck, in the midst of which he was seated, with his weapon in his hand.

"Hilloa, you Sir," shouted the Middy, "what are you doing there?—the ship is going fast to pieces!"

"The ship may go be d——d," was the reply; "I have lived a poor rascal all my life, and am resolved to die rich."

To the remonstrance of his visitor he turned a deaf ear—flourished his tomahawk to show "it was no mistake"—the officer left him—and he was the only man of that ship that died rich.

On the Brazil coast, between Olinda and Serzipo del Rey, we fell in with two or three fishing catamarans, presenting the most perfect pictures of marine solitude possible. Imagine a small raft of three or four planks bound together, with the water flowing all over and about it; on this is fixed a sort of open seat, something like the perch of the guard of a mail-coach, and in this chair of state fixed a solitary black fellow fishing, out of sight of land. There was some anxiety about finding the anchorage; but at length we made the opening of St. Salvador, or Bahia de todos los Santos—an event which I could venture to assert, no one present would ever forget.

Conceive the mixed feelings of surprise and delight with which we

entered this vast bay, or rather estuary, which at its extremity seemed only bounded by the far horizon, dotted here and there with the tiny sail of a canoe, whose hull was invisible, and so small as to look a thing of air. On the right hand, a line of gently-swelling hills, covered from their summit to the very water's edge with all the rich and luxuriant verdure of the tropics; on the left, the bay partially shut in by the beautiful island of Taparica, feathered in like manner to the sea-shore with all the richness of enduring green, crowned with the lofty groups of cocoa nuts, and other palms—and the prospect of this complexion, reaching as far as the eye could stretch, broken only by the partial appearance of a white building here and there, either glittering in the sun-beams on the shore, or half-buried in the wood above,—imagine gliding to this scenery over the blue transparent water of the sea reflecting the ardent canopy over-head—and while you admire the richness of all around, your feelings are not damped with the reflection too often accompanying the view of tropical scenery, where you fancy disease and death lurking under the rank vegetation:—here all appears life, and hope, and everlasting spring, more resembling the scenes of a fairy tale—in fact, to use the words of Byron, applied to Greece,—

“Where all, save the spirit of man, is divine.”

* Rio Janeiro certainly possesses much bolder features of landscape; but, for amenity and gentle beauty, I would give the palm to Bahia, and think it would well repay a lover of the picturesque the trouble of making a voyage to see it. The town of St. Salvador stands about the centre of the bay, the lower or mercantile part being a long street at the foot of an abrupt hill, on the top of which stands the best portion of the city, resembling in some degree, on a large scale, the town of North Shields.

*The thing that strikes one, most on landing here, is the infinite variety of complexion (except white), varying from the sickly yellow of the Mestizo, like a faded cabbage-leaf, through every shade of yellow, copper, burnt umber, and jet black; the Portuguese creoles themselves are good mahogany, and many shades darker than their European countrymen. Whenever any of us used to bathe in the bay, we were surrounded by all ages and sexes, lost in astonishment at the whiteness of our hides.

There was a young lady on board one of the India ships, daughter of a paymaster, on her way to Bengal: this girl, to a good person, fine figure, and regular features, added a complexion of the most beautiful clearness and transparency; the red and white were blended by the hand of nature herself. We may compare, hyperbolically, a woman to an angel; certain I am that an angel itself, wings and all, would not have caused a greater *sensation* in the streets of St. Salvador: when she appeared, she was crowded on by the curious, so as scarce to be able to walk, and as she passed the shops, the lazy fellows, that you would have supposed nothing short of an earthquake would start, jumped from their seats, to get a view of this European phenomenon. Black is the predominant colour at Bahia; in addition to the slave population, there are thousands of free blacks, who followed professions, are gentlemen, and *all that sort of thing*. The slaves are the finest race of blacks I have seen anywhere, with the exception of the Cape Caffres.

I one day heard a pounding noise from one of the shops in the lower street, accompanied by a sort of monotonous melancholy chaunt; on looking in, I observed a large iron mortar standing in the middle of the floor, and, suspended by an elastic piece of wood, hung a pestle of corresponding dimensions, something in the same way as our church-staff—the mortar was half full of tobacco, and round it stood six stalwart black fellows, naked from the waist upwards; two at a time took a spell at pounding, repeating, in doleful cadence, the words ‘if arayah,’—while the perspiration ran trickling down in fine large globules, to the repository below; no doubt imparting that much prized pungency, so esteemed by the epicures in Brazil snuff. There are several very handsome-looking churches (externally) in the upper town; within, they are overloaded with votive offerings, very dirty, and further desecrated in our eyes, by being made common thoroughfares. They take care to make their saints keep their ears open; such a clatter of bells and noise of rockets as are kept up here, and at Rio Janeiro, all day long, are quite surprising; it is always somebody’s fête, and the powder that is expended in Brazil in honour of the saints would support a principality.

There was a theatre open at Bahia, but our visits to it were suspended by a tragic event that took place a few days before we left the anchorage. The chief and second officer of one of the India ships, with a civilian, and a Captain of the 74th regiment, landed to pass the day, dine, and go to the theatre; they sent back their boat, meaning to take the chance of a shore one at night. When they left the theatre, they found a boat manned by black fellows, and, I believe, a mulatto skipper, with whom they agreed to be taken on board for a certain sum. When they had pulled about half way from the shore, these fellows made a demand for the fare agreed; this the officers could not comply with, as they had spent all their money on shore; they explained this as well as they could, pointing to the anchorage, and pledging themselves to pay the money when alongside. Some angry parleying took place, and, unseen by the officers, another boat full of black fellows pulled up alongside, who, without further notice, leaped into their boat armed with knives, and began stabbing directly, right and left. The chief officer and the other were mortally wounded, and I believe the civilian, too, who leaped overboard; the Captain of the 74th also leaped over, and although wounded, and encumbered with a tight regimental coat, contrived to dive out of sight of the ruffians, and afterwards swam, till picked up by another boat belonging to the fleet. The next morning the body of the chief officer was found, and exhibited on the beach. The disgust and horror of the army and squadron were at their height at this base and cowardly assassination; and many a wish was breathed to attack the whole villanous population. But this affair seemed to create neither disgust nor surprise on shore,—it was treated as a matter of daily occurrence. The General and Commodore were not satisfied: they stirred themselves to some purpose, and several persons were taken up and confined; but it was easy to see, without some one turning approver, nothing could be made of it,—the difficulty of fixing on an individual in the dark, amongst a set of black savages, was too great to give any hopes of success: most probably all the rascals were liberated as soon as we left the bay. It may easily be imagined that this affair stifled the love of the Portuguese drama in the Army; indeed, it created so much

annoyance, that it was with pleasure we saw blue peter again hoisted. During the stay at this anchorage, the Leda received a foremast, and the transport I was in a mainmast, each of one stick of very heavy wood;—horses also were purchased to mount the 20th Dragoons, as well as for the field officers of regiments, and I believe were all safe landed at the Cape. A voyage across the Southern Atlantic, even in summer, is cold and dreary. We saw some whales, and the whole fleet sailed over the spot laid down in the old charts as the Island of Saxemburg, without ever seeing an island of one syllable; and after rather a quick passage, we came to anchor in Table Bay, between the Blawberg and Robin Island.

It is not my intention to inflict on the reader a repetition of military details, which were in themselves but few, and may be learned by referring to the Gazette and Annual Register: indeed I was not present myself, being detached elsewhere. I shall only relate a few incidents of which I was witness.

THE FLAG OF THE FREE!

Hoist high thy proud pendant, my bark, to the breeze,
As thou plougest thy foam-furrow swift through the seas;
All so stout is thy fabric, so stately thy form,
Thou wilt breast like a steed the big waves of the storm!
And unfurl'd be that flag on the wings of the wind
Whose folds have the hues of the rainbow combined;
The fear of our foemen on shore or on sea—
The Banner of Britain—the Flag of the Free!

Before thee hath quail'd the proud Eagle of France,
And the Crescent hath waned in thy meteor glance,
Batavia's Broom thou hast shatter'd and cast
Like reeds on the waters—like chaff in the blast!
The forts of the Dey, and the fleets of the Dane—
And of late, as of old, the Armadas of Spain—
Have perish'd like flax in the flame against thee,
O Banner of Britain!—thou Flag of the Free!

Proud Ensign of England!—the battle or blast
May rend thee to rags from a man-o'-war's mast,
But ne'er shalt thou strike in dishonour and shame
While breathes there a Britain still worthy the name!
Till men, or men's masters, in bondage can keep
The winds of the desert—the waves of the deep—
For right against might sweep and sway the wide sea,
Thou Banner of Britain!—thou Flag of the Free!

MATH. MCCALIST

A MIDSHIPMAN'S REMINISCENCES.*

THE MALAYS OF THE INDIAN ARCHIPELAGO.

WHAT a set of egotistical, insignificant atoms we are! The United Kingdom, this vast empire, is, after all, but a little speck on the map of the world; not cutting a greater figure than many a wild island un-talked of and unknown: the capabilities, the productions, the beauties, and ten thousand local wonders, pass for nothing here with us, because on the other side of this same globe of ours—while whole libraries are filled with the interests of a valley, a hut, Belgrave-square, or it may be Pall-Mall. Cabined, cribbed, confined to our street, and our little circle—there is no end to our writing about it and about it; words, on identically the same things, are piled on words, till unhappy booksellers' shelves groan in weariness; of love, and trickery, and oppression, and magnanimity, and wonders, not at all to be so much wondered at,—it is the same story over and over,—thrice happy if we now and then (very seldom!) get any uncommon soul to tell it to us in a new way! Bless us! have we not enterprising mites who crawl about—how they move!—they get to our shores, and tell us perchance of a watering-place; yet farther, of distant Europe; one goes up the Rhine, another down the Danube, and after thirty or forty weary days of breathless haste and diligence, finds himself among the Turks!—a pigeon would have got there in a day—O “feather of lead!” verily our swiftness is that of a snail—aye, but it is all comparative,—why yes, so are our interests. It is not what *is*, but what *is* it to us? So have I heard of 5000 people being drowned in the Neva, ten years ago; and thought no more of it—what do I say, it moved me not a fiftieth part so much as to have seen five kittens, poor things! drowned before my eyes, had I been walking along the banks of the Serpentine:—we must have everything brought home to us. Thence the little speculation on the waters and mountains of the moon—and yet they must be very curious, particularly curious; besides that we can see them at a respectable distance, every fine (full) moonlight night. Now I am going to mention vast places, waters and lands, that few of us in this English world have ever heard of, still fewer ever seen. Travelling generally stops at Thebes and the Mississippi; so often told in commonplace mediocrity, one at last gets tired of both those muddy mighty rivers on paper.

Then, indeed, of our India, we know much in all sorts of dispatches, sketches and characteristics. Three things, in all this, are firmly impressed on the mind (I say nothing of all else),—submissive superstition, tiffins and tiger hunts—so far in books. It comes more home to us in the shape of elderly gentlemen rather bilious, retired unknown in Baker-street and Portland-place, or slowly threading the friendly avenues of Cheltenham.

Things and the chronicles of things fade and wither away as it were in the telling, and nothing left but the land, and sky, and water for it. So is the vast archipelago of islands in the Indian ocean, (which I have been beating up to all this while,) as rife in matter as—Regent-street, Hyde Park,—the Bay of Bengal,—or the Persian Gulf; of which, and its

shores, let us expect something good, when Sir Henry Ellis comes back,—(novels of a people, are wretchedly fallacious; as if fiction did not for ever limp behind reality!)—so is it refreshing to read Captain Marryat's account of the Irrawady and the Avarese—from his vigorous, graphic pen comes instructive amusement, exactly the best sort.

There can be little doubt that the fine bold race of Avar are much the same people with the Malays. That very empire lengthening down into the Peninsula Malaya, going on in one grand sweep of noble islands to the Moluccas: Java Madura, Bali, Lombok, Sumbava, Flores, &c., forming the blade of a sickle, of which Sumatra is the handle. This great bend, stretching still more round, lengthens into the Philippines, and form within them, what is called the China Seas. Let us imagine this great basin of comparatively shallow waters, a recent valley; these islands its highest mountain boundary in the centre Borneo; and a thousand nameless smaller isles lift their heads, breaking these smooth seas into channels and labyrinths innumerable. This holds good of all the southern part.

Sailing northward, either coming into this great circle from the straits of Banca and Malacca, the sea becomes more open and more rough, with scope enough for the raging sweep of the Typhoon (as the monsoon winds shift), till farther north, on the coast of China, it is again broken up by Formosa, Kiu-siu, Nippon, and others, the long chain of Japanese islands, which in my last I lumped altogether under the better known name of Jeddo (the metropolis), just as a man would say London to a Chinese, leaving out all the rest of the empire, as too puzzling.

These islands, and adjacent shores, might be called the garden of the world; not the Antilles (which take just such another sweep round the bend in the great western continent) are so favoured by nature in all that is rich, and delightful to man, as are these magnificent groups;—they have every sort of beauty and excellence—the most luxuriant verdure, granite and marble mountains whose heads, particularly those of Java, Bali, Lombok, &c., break through the clouds, visible an hundred miles off;—the gentler hills and plains loaded with exquisite fruits; redolent, as we sniff the breeze (as at Ceylon), of those precious spices, cloves, cinnamon, the nutmeg, &c.;—endless forests of the noblest trees, as to magnitude,—the most useful and most beautiful in the arts: in a word, all that nature in her sweetest smiles can give us. The very heavens are favourable; for I will contend, with few exceptions, the whole climate is good and favourable to man and beast. Much has been said against Batavia, and parts of Borneo, but it is equally applicable to all low spots with stagnant waters. But Java, generally, is healthy, so are all the islands; so at least we ever found it, when out of Batavia roads,—even at Sourabaya, though in shoal muddy water, and rather low shores, the ships' companies did not suffer. Nor do we hear anything very bad of Singapore, our newly-chosen station, where the shores are low and jungly.

I have already hinted at the bad policy on the part of Great Britain giving up the command of those islands—of those seas. Ever since 1812 we have felt the folly of this extreme principle of throwing from us a salutary influence. To this may be traced, in part, the alleged reasons for more men voted to the Navy the other day—to guard

against acts of piracy in those very waters—a state of things that never would have occurred had we kept possession of the leading points, and had we established ourselves in others favourable to colonization; far more excellent and genial than Van Diemen's Land or Australia. Here our flag and our race would have rapidly spread, and lent a powerful support to our neighbouring Indian possessions.

Would that our Naval Commanders had strenuously recommended it at the Peace, on the winding up of the last war. There surely is not a Captain of a man-of-war that has ever been among those islands, but must be fully sensible of the sort of necessity (setting aside the more desirable inducement) that has sprung up for a more extended and permanent possession in this quarter of India. It is, in short, the key to, and of this garden of the Indian Ocean. We have begun and succeeded at Singapore: a very little trouble and money, and the mere form of purchasing points and bays, harbours, &c., of the native Rajahs—now the resort alone of those very pirates complained of. Less cash expended in this way than would be asked for a cottage ornée near town, would give us the lawful sovereignty of immense tracks of land and islands of the most fertile description. The inevitable consequences would (must) be of incalculable benefit. I wish the Government would send me out in a fine frigate simply as *acquisitive* ambassador extraordinary and purchasing commissioner—empowered to all rajahs, petty chiefs, or the biggest tigers or crocodiles I might find at each river's mouth, I could pounce on,—where I would forthwith plant the Union Jack, and christen the spot in the name of my liege lord William IV.: so would I engage, in a twelvemonth to put down these alleged Malay piracies—more by gentle and fair means, by coming to a proper understanding, (which I fear has never yet been tried,) than by exterminating them; for they are the most influential and respectable inhabitants of these same shores. The system, as it goes on, is one of revenge for real or supposed injuries committed on their prow. I question whether any means short of extermination can be effected by force. The extra frigate (the 5000 men will produce) sent across the Bay of Bengal (more like a sloop!) for this purpose will do just nothing at all, if they act as of old, without powers to treat on shore, and without any specific or defined order; and worst of all, without, very possibly, any person on board knowing a word of the Malay language.

To this simple fact may be traced so many fatally bloody affrays—nor is it, as might be supposed, much connected with certain treacherous seizures and massacres committed on board merchant-ships while at anchor on their shores for the purpose of trade in gold and spices. They, to be sure, have been lamentable and detestable enough in all conscience; and have prejudiced us much against these people in general, however innocent or remote from such scenes of havoc.

The pirate prow, as they are called, seldom or ever attacked merchant vessels in my day; I never heard of an instance when under weigh. What was most to be guarded against were parties of the natives coming off in their canoes while most of the few hands of the crew were on shore with the Captain: then, on pretence of a friendly visit, or to barter their fruit, fowls, &c., crowding the decks, and suddenly attacking the half-dozen defenceless sailors scattered about, unconscious and careless as Jack generally is. I believe every one of those dread-

ful instances of massacre may be traced to the negligence of the mate left in charge, or to the careless confidence of the Captain, in some way or other.

The Americans, who have a great many of their merchantmen picking up cargoes at Sumatra, Bali, Borneo, &c., were occasionally obliged to fight for their lives on their own decks—sometimes from previous misunderstandings not settled on shore; often, I dare say, from treachery and the hope of plunder. The west coast of Sumatra, at the small ports, had, and has still, a very bad name in this way. At Pedang great slaughter occurred on one occasion, before the natives were driven overboard and the ship recovered, of which they very nearly got possession.

At Pulo Condor one of our own unfortunate traders was taken, the whole crew, captain, mates, and all killed. But the immediate cause of these contests were of so mixed a character, that, obscured by the lapse of so many years, it is now impossible to trace them. The most frequent motive was revenge; sometimes from injuries received elsewhere, or on some former visit, or from some other vessel.

As to the sheer piracy, I know we did make mistakes, (when the innocent suffered for the guilty,) so shall we, I think, go on making mistakes. That we do not know a piratical from a peaceable prow; indeed, it is impossible to distinguish—the peaceable ones being often converted into the most desperate and piratical (according to our notions) by being often detained on their voyage—fired at to make them heave to, without sufficient explanation—with other vexations—each and all left to clear themselves up the best way they could, neither party understanding the other. The men-of-war, perhaps, hull down in the distance, and the boats, if in a calm, pulling after, and firing at them for dear life: very good fun for “Jack,” when he had not too much of it. But how often did this farce turn out a melancholy tragedy! To make them heave to, our old mode of firing was adopted, of which they knew nothing. They would not heave-to—presently we got irritated. This might be on occasions when we only wanted to overhaul them, without having any certain clue to their being pirates, or that they were not pursuing their lawful little coasting trade—for whether or not, all these Malay boats of from 30 to 50 tons, with bamboo decks, were always full of men armed to the teeth with *spears* and *creeses*.

By-and-by the officers and men too get irritated—they won't heave-to—blank-cartridge turns insensibly (perhaps without any order) into ball-cartridge—at last a Malay is wounded; nobody is wrong all this time; but the natives are irreconcilable, and breathe nothing but hatred and revenge. They hold their way, and if unluckily they are overtaken by the boats, a scene of slaughter ensues. They are either driven overboard and exterminated, or the boats' crews are cut to pieces. As to coming to a parley or any explanation, that I have never known; neither the Lieutenant, nor the Mid, nor one of the men, know anything of their language; but even if they did, it is now too late. They will on no pretence be boarded, and the officer having begun, is, as a point of honour, obliged to go on; though very likely he has not been told to do more than “overhaul them,” or “bring them alongside,” neither of which will they submit to. This was the state of things at

one time. I fear it has gone on till such a head of revenge has been generated, that a confirmed piracy may indeed be established; but it is very certain it is a species of piracy wholly different from the ordinary piracy we know of in Europe and the West Indies: knowing this, I cannot help thinking that it is to be put down only by negotiation and friendly explanations amidst the natives of these shores, and by establishing some known flag, and some known pass more intelligible to us than those given by their own sovereigns. We indeed know the King of Quida's, and one or two of the Rajahs', at Bencoolen, Acheen, &c., but even these were only known to very few Captains on the station, and were wholly useless exactly at the moment when some signal was most indispensable to prevent fatal misunderstandings. The Lieutenant or the Midshipman in charge of the boat might as well have been asked to decipher a charred Greek MS. as it is when first unrolled from the clever contrivance in the Studio at Naples,—that is, allowing the chief of a prow had had any notion of what he wanted.

I knew something of these doings at one time; sometimes we came across clusters of these trading prows (Anglice, pirates), letting them go about their business very quietly,—at others, they were chased and fired at from the boats. It so happened that we did not come up with them; but I certainly never could understand on what system or on what authority we acted, or on what rule of right and justice. Such was the immense latitude of discretion in the use of our force!—such the vague meaning left to the discrimination of the various Commanders!

When there is great ignorance and uncertainty attached to a question, it is very difficult to disentangle the right and wrong of a great many melancholy results, to my own knowledge. Most naval men have heard or read of the desperate affair on board the *Samarang*, sloop-of-war, in which Captain Bell, by his cool bravery, saved his ship, at a moment when they had fearful odds of those infuriated Malays against them. What led to the overhauling and bringing two or three large prows full of men alongside I never distinctly understood—probably some suspicion, or proof, of their being pirates.

At any rate they were detained—some of them, I believe, were brought on board as momentary prisoners. In the mean time the prows were veered astern or on the quarters, while the ship's company were piped to dinner. In the midst of all this there could have been no very declared or open hostility—nothing of the nature in which ordinary pirates are treated when taken, but just, as I have endeavoured to show,—with these people Captains knew not well what to do or how to consider them, even when they did detain them; hence the numbers on the quarter-deck were but slightly guarded or looked after. They were at anchor I believe (I am telling all this in a loose rambling way, those who would know exact particulars can easily refer to the dispatches of the time), the men all at dinner, except a few about by accident; the Quarter-master, Lieutenant, and Mate of the Watch,—the Captain and Officers generally below,—when the prows on each quarter, from some signal from their men on board, hauled up close, and their crews rushed armed on board.

Those in their immediate way, aft, were stabbed and speared indis-

criminally. There was no time to warn anybody or even make it known below; but the noise of the rush and stir on deck told plainly enough of what was going on. The men, arming themselves as they could, got up the hatchways as fast and as well as they could—(she was a low, flush fore-and-aft corvette)—each having to lay about him with his cutlass, tomahawk, pike, or whatever he could snatch up, and fight for his life, three or four stabbing at him at once, so, too, with the Captain and officers, who had to fight their way up the after-cabin ladder. The Captain himself, a powerful man, with a trusty, sharp, and heavy sword, cleared his way and cut down all before him, with the additional good luck of parrying or escaping most of the cuts and thrusts aimed at him, surrounded by the Malays, each more furious and blood-thirsty than the other. The poor First Lieutenant, on attempting to follow, was almost literally cut in two by a blow from (that deadly weapon) a *creese*, and fell on the combings or down the ladder; other officers were either killed at this moment or badly wounded, as well as sixteen or eighteen of the men killed. The Captain, fighting his way forward till joined by his own men and an officer or two, rallied back; and after some minutes of the most desperate hand-to-hand fighting it is well possible to conceive, worse than can be conceived by any who do not know that those people never think of quarter, or cease to strike while they have life in them, though down and possibly wounded to the death over and over;—after some minutes' such work as this, they succeeded in either killing or driving overboard all opposed to them. The dead, as may be imagined, lay in heaps—how many they killed I know not; numbers were drowned in trying to reach their own boats; still numbers got back, and cutting the hawsers, they got off. Himself badly wounded, his officers and most of his men, besides those killed outright—of course the Captain was glad to get rid of them.

This was the only instance of anything of the sort happening on a man-of-war's decks; but we lost officers and men more than once on board our boats. For instance, in attempting to board one of several prows chased near Java, some time after, Lieutenant Pede, and two or three fine young men (Mids), were killed, together with most of their boat's crew—and I believe they were obliged to give them up at last—numbers killed and wounded on both sides: but it was impossible to board them with any tolerable chance of success—as fast as our people got on board they were speared up through the half-open bamboo deck. At another time, by dint of desperate fighting, one of these boats was at length cleared—most of those that survived jumping overboard and swimming to other boats. Still it was known that one or two of these desperadoes were alive below, hid away in some of the little cribs or cabins under the deck. The boat was towed alongside, and nobody sent into her, lest they should be speared from below, from this devilish invisible agency. How to root this fellow or two out nobody knew—offering quarter, or kindness of any sort, was hopeless; the officers did not like to send any man to almost certain death—and more than one at a time could hardly creep through the labyrinth to get at him; they did not wish to destroy the vessel—and, above all, they particularly wished to save the man—it turned out there was only one—the last man! He would not be saved. I believe nothing was left untried by

fair means—even to getting some one of the people who understood a little Malay to try and speak to him—but he gave no answer; at last this sort of suspense grew intolerable—a defiance to the whole frigate! It could be borne no longer. Several men volunteered to turn him out, and three or four jumped on board—one went below to look after him, taking every precaution it was possible—the others walked and watched above. I should here observe, what I forgot to mention in its proper place, that this wretched Malay had already desperately wounded one of our men, who, as it was supposed none remained alive or below, had gone under the deck for some purpose or other rather unguardedly, and had been struck at by him. This led to his detection. The men, of course, were well armed; the great difficulty, and indeed danger, was their not knowing how or where to use them; those above, every moment expecting a spear-stab from below—and the one who went down to poke him out in a kind of darkness visible, had an uncertain and awkward game to play. The whereabouts of the ambush of this two-legged tiger, however, being tolerably ascertained, he moved towards him—hailed every moment by the men above with “I say, Bill, do you see him?—mind your eye—look more forward—be awake, or——” At this instant he was made out crouching in a corner of the hold, or partition of bamboos and mats, as these vessels were generally arranged under their semi-aërial decks. As Bill advanced, the Malay struck at him with his creese, and wounded him in the arm only on the first blow; they grasped each other; at this instant the other men got down below to his assistance—but not in time to save the first poor fellow’s life, whose blunt cutlass was no match at close quarters for the short, sharp knife of the native—he was mortally wounded, before they could fire at his antagonist, who was hit in two places—still he got up, and rushed on his new assailants, who were in turn both wounded, and that severely, before they finally succeeded in dispatching him. Thus ended this episode to the morning’s tragedy. I think the first two sailors died almost immediately of their wounds from this last of the Malays—the other two were long in their hammocks before they recovered of their wounds. Such were the general features of this new species of warfare; for I think I may safely say, nothing but disaster, disappointment, and a constant succession of further irritation, misunderstanding, and mischief, accrued to us—to the Malay crews, almost extermination.

If then, indeed, piracy of any sort is still going on in these seas, and by these people—what have we been about these last five-and-twenty years of apparent harmony with the natives? I would ask this question of well-informed men—officers are constantly coming home from this station. It is certain the Malays hate the Dutch universally, and would have most willingly come under our government and protection. They were in despair at our giving them up. They have ever been naturally partial to us, from our fair dealings with them at all the stations, where we occasionally touch for wood, water, vegetables, fruit, &c. It is only as connected with their boats along their shores that we seem doomed to a constant enmity and warfare—for theirs is not a case of solitary piracy or numerous piracies—unconnected with their towns and villages; they are the same people, nor have I ever heard the cases clearly made out where we could positively say which was a pirate,

—which a mere coasting trader! But I do believe, that though some traders have been made pirates of, from motives of revenge, and some have suffered justly enough for their enormities—yet, that many lamentable mistakes have occurred—and that this wretched state of things requires more inquiry, and a different sort of remedy, than the loose orders given to the present or any additional floating force sent to protect trade. We must conciliate the natives on shore; induce an act of oblivion for the past, if possible, from their Rajahs; and clear signs, and signals, and understandings, which any Lieutenant or Midshipman may safely act on when in boats, for the future. I have not stopped to speak of the attack on the *Alceste*, so fresh in our memories,—which, however, I think only tends to establish the view I have ventured to take of these reputed pirates.

HOSPITAL SCENES AND SKETCHES OF THE BRITISH AUXILIARY LEGION OF SPAIN.

BY A VETERAN.

“ ’Tis true, ’tis pity, and pity ’tis, ’tis true.”

ABOUT a league and a half from Santander stands a large convent, now converted into a barrack, the site whereof is beautiful; embosomed in surrounding hills, and the neighbourhood fertilized by a small rivulet which holds its vivifying course almost unseen; numerous alders skirt its channel—the water-lily spreads its broad leaves over its surface—and plants that love the moisture and the shade clothe its verdant banks, in pleasant contrast with the cystus and origanum, the only vegetation that flourishes in the arid soil around. The benevolent inmates of the convent had been expelled to make room for foreign mercenaries, and the thinly-scattered inhabitants of its vicinity were left bitterly to deplore the exchange.

One of the most comfortable (if the term may be so applied) of the apartments was used as a hospital; and here was to be found men of the different corps who barracked there, and some who had been left behind by regiments which had moved farther into the interior. Amongst the latter, a veteran North Briton, who belonged to the Scotch Fusileers, was left suffering under organic disease to await his summons to “that bourne from whence no traveller returns.” The medical officers had done all that their skill suggested, and limited assortment of medicaments would allow; and with that humanity which, to their honour, they have almost universally displayed, had ordered that anything the dying man might wish for or require should, if possible, instantly be procured. Still he seemed dissatisfied; and after some persuasion (he being the only one of his regiment that was left behind), intimated that he was a Catholic, and could not die in peace without those rites of his Church which he had been taught to consider essential. Now arose a difficulty: the revolutionary mania had driven the regular clergy from their establishments, and it was not without some difficulty that the parish priest could be found; and when he willingly came, (although at a late hour of the night, and amongst a body of men who

had given proofs of anything but order and subordination,) the difference of language seemed to place an insuperable barrier between him and his penitent: however, a Serjeant of the Westminster Grenadiers, who had acquired a knowledge of the Spanish language during the palmy days of the British Army in the Peninsular War, and who was also a Catholic, acted as a medium of communication between them; and within two hours of his receiving the last sacrament, the soldier expired. Will it—can it be believed, that scarcely was the breath departed, and whilst the glazed eyes still continued open, a quarrel arose between two ruffians as to which should rob the dead man of his shirt? and it was not until the Provost Guard was called in, and they were handed over to well-merited punishment, that quiet was restored to the hospital. The body was removed to a room on the ground-floor used as a dead-house, and many Irish belonging to the 7th Regiment, a few of the 3rd, and several English, having procured two lumps, knelt round the corpse, whilst the Serjeant, before-mentioned, read the prayers for the dead, in which all present devoutly joined. It was an affecting, if not an edifying sight, to behold men, rude by nature, and stern in disposition, brought by a sense of religion to discharge the last offices of humanity to a total stranger, with a delicacy and kindness that would have done credit to more civilized persons.

Upon leaving Santander, the part of the legion of which I am speaking proceeded to Portugalette, where a great difference was to be perceived in the manners of the inhabitants, and their treatment of the troops, from what we had been accustomed to at Santander. Strongly attached to Don Carlos, they looked on the Christinos with detestation and disgust; fired at us when opportunity occurred, either on the river or outside the town; answered sullenly upon all occasions; and revenged themselves for our intrusion by making us pay thrice the value of any article of comfort or luxury which we might wish to purchase. The town itself stands on the left bank of the river that runs from Bilbao to the sea, and, like most towns in Spain similarly situated, looks well from the water; but the instant that you land, narrow streets, windows without glass, accumulations of filth, and beggars in abundance, dispel the illusion, and you wonder what you could have seen to admire.

The church of this town possesses a very lofty campanile or steeple, in which a sentry is constantly kept, who from his elevated post can command an extensive range of country; a circumstance particularly desirable, as the Carlist bands traverse the neighbourhood, and frequently drive off the cattle, although they do not always act in concert, as may be gathered from the following fact.

In January last, part of the 9th, a Scotch Regiment, and the Rifles, had the outlying piquet. Shortly after they had reached their ground, information was brought to the officer in command that an attack would be made during the night by a body of Carlists, equipped in red caps and blue blouses, similar to those worn by the Chapelgorries, for whom they intended to be taken. Every necessary arrangement was made to give them a warm reception, and their arrival awaited with anxious expectation. Strict orders were issued that no man should fire until the word was given; and the numbers of the British were as much masked as the nature of the ground would permit. It was a clear, frosty, moon-light night; and about twelve, information was brought

in, by one of the patrols, that a body of Chapelgorries, consisting of about 400, as near as could be guessed, were advancing from the direction in which the Carlists were expected to come. The isolated sentries were withdrawn, the advanced posts called in, and all awaited the arrival of the enemy with breathless anxiety. On a sudden, a volley of musketry broke in on the silence of the night, which it appeared was instantly returned, and before time sufficient had elapsed for a party to be sent to reconnoitre, a sharp fire had commenced, and was kept up with considerable spirit. On the officer's return who had been despatched to ascertain the cause, he reported (as it turned out) that the sham Chapelgorries were engaged with a party of their own men, belonging to another division, who, ignorant of their disguised fellow-soldiers' intention, had been sent on a marauding expedition to carry off cattle, and thus, *mal à propos*, encountered their friends. As soon as this report was received, the British moved silently forward, and, after first pouring in a volley, charged upon the astonished and discomfited combatants, who fled, leaving 130 prisoners, besides killed and wounded. Well would it have been for the Christino cause, could similar instances of gratuitous good luck be often recorded; but they occurred "like angels' visits, few and far between."

Whilst the men became dissatisfied with the quality of their provisions, and discontented at several of the items for which they were put under stoppages: spike-nails to hang their accoutrements on, candles! and loss on the exchange of money—the military chest having been supplied in sovereigns—soles for their boots, although every man was provided with two new pair, and black oil-skin havresacks. Much as the conductors of the expedition have been censured for want of foresight, no one can with justice charge them with imprudence in the issue of necessaries, for the men were actually stopped for their black havresacks long before they received them—and this in the teeth of the promise, that a complete kit should be *given* to the soldier.

After remaining some time in Portugallate, Bilboa, and the vicinity, the Legion was moved towards Vittoria: on approaching this place the commanders pointed out to their men those places that had been rendered famous by the valour of their countrymen; but, alas! there was no similitude between the situation of the legionary and the British soldier of the Peninsular War. The latter serving with confidence, under the orders of that great Captain, whose very name was a tower of strength, marching beneath that glorious banner, which for a thousand years had "braved the battle and the breeze," jeopardizing their lives for their king and country, (although on foreign ground,) felt convinced by experience that their wants were provided for, comforts attended to, and, should misadventure befall them, provision would be made for them, and if they fell it would be gloriously. *Dulce et decorum est pro patria mori!* On the other hand, the soldiers of the Legion, serving under a chief (whatever may be his merits) as yet but little known in the annals of military fame; badly provisioned, and having no efficient guarantee for pensions or reward; abandoned, if not betrayed by the foreign General under whose order they were placed, could not be expected to equal their compatriots, whose gallantry was held up to them as an example! To add to their embarrassments, the irregular and

insufficient supply of provisions, the unnecessarily heavy loads they were obliged to carry, together with almost continual exposure to the weather, brought on sickness. Typhus and dysentery both raged with violence, the hospitals, if such places might be so called that were unprovided with beds, and destitute of common comforts, were crowded. The medical men were worn out by fatigue, many of them sickened, and some died in consequence of over-zealous attention to the discharge of their duty. The state of the case may be gathered from this fact, that a medical officer, a M.D. now in London, was left three days near Durango unattended (his servant being also ill), and when by mere chance a superior officer discovered him, he was delirious; with his rations of raw meat and bread lying round his pallet—his wine had doubtless been taken care of.

It must be obvious to the most common observer, that if such was the state in which a medical officer was left, how dreadfully deplorable must have been the situation of the men; huddled together on the bare boards, with one blanket between two individuals, generally in a church, where the effluvia arising from the burying places beneath, and the exhalations arising from so many diseased persons, rendered the atmosphere all but pestilential! The repeated and harassing marches frequently caused the medicine chests to be left behind, and the number of surgeons, diminished by sickness, death, and retirement from the service, was inadequate to pay proper and necessary attention to the sick. The men died in the hospitals, at the rate of from twenty-five to thirty daily, by the lowest calculation, and those who retained their health, murmuring at increasing hardships, and dispirited with the prospect before them, were not likely to gather many laurels during a campaign so disastrously begun. The officers themselves, disgusted with the incapacity (not to say treachery) of the Spanish Commander Cordova, were loud in complaint, and many of considerable rank have quitted the service.

In the mean time, the most strenuous exertions were made in England to fill up the chasm which sickness had made in the ranks. Receiving houses were opened in different parts of the country, placards posted, and men even liberated from the jails on condition of their entering the service. One instance in particular can be given. A gang of resurrectionists had been committed to Newgate, in Dublin, for trial, their ringleader, a man of the name of Malone, having been before convicted of the same offence: these men were discharged from prison to join the British Auxiliaries of the Queen of Spain, their characters being too bad to be received into the English Army!

Even should the Legion be recruited to its original or intended strength—which seems very problematical, since the *exposé* that has been made of the manner in which the men are treated—still it would be very doubtful if it could be rendered sufficiently effective to be of material service by the time it will be wanted, as it will take four months at least to render the new levies available, and by the expiration of that period, it is not unlikely the contest may be terminated. It may be urged against this opinion, that most of the men who were engaged in the first affair (that of Hernani), had not been enlisted more than six weeks; but this proves nothing, for though it is certain they behaved as well as could be expected, it is equally certain, that the confusion

into which they were thrown from want of discipline, must have proved fatal, had the Carlists been sufficiently strong to have become, in their turn, the assailants.

Another circumstance that militates strongly against the success of the Legion is the innate and rooted dislike that the natives of the north of Spain, in particular, have to foreigners. Decidedly a rural population, with the exception of the inhabitants of the sea-ports, they are enthusiastically attached to their ancient institutions, and are unwilling to barter all the good that they have experienced, for the desperate chance of something better, which modern innovators promise. The monastic orders, which possessed large estates, and were the best and most indulgent landlords, have been deprived of all; for the revolutionary spirit that shook the throne has overthrown the altar, and thrust its ministers forth to starve. But the ignorant Biscayan and Guipuscoans are not sufficiently enlightened to perceive that robbing the church and plundering its ministers is the way to make religion respected, and are old-fashioned and obstinate enough to fight to the last in defence of all they have been taught to hold sacred.

In conclusion, if those who are rash enough to meditate joining the Legion, should there be any so infatuated, will take the trouble to ascertain how their predecessors have been treated, they will learn enough to discourage the most sanguine and enthusiastic,—hard usage, a deficiency of provisions, and worse than all, no pay forthcoming; and as to military glory, what have they gained? or what have they done during the eight months they have been out? spent the whole of their time in marching and counter-marching, strongly reminding one of the old saying,—

“The King of France, and forty thousand men,
Marched up the hill, and then—marched down again.”

MILES.

HINTS TO PARLIAMENT ON DISCIPLINE AND DISTINCTIONS IN THE ARMY.

IN expectation of the promulgation of the labours of the Military Commission, and the benefits to be conferred in legislative enactments by its recommendation, especially in regard to a substitute for corporal punishment, this last has, for a considerable time, been held in abeyance—with what result I am more shocked than surprised to say—acts of insubordination have become comparatively frequent, desertion is quite a common occurrence, and disorderly and outrageous conduct is no longer rare,—for the means of restraint, the only effectual curb to the perpetration of such offences, are virtually withdrawn; and yet the *soi-disant* philanthropists, who decry the use of the lash, expect that the unruly, dare-devil, regardless spirit of the drunken soldier is to be repressed, forsooth, by the gentle restraint of a few weeks' confinement, possibly aided by what is mis-named hard labour. This, they fancied, would suffice to prevent him using his bayonet against the lieges, whether under the influence of liquor, or rage, or even in self-defence, in which being disappointed they discovered that he ought not to be suffered to appear in the streets with arms except on duty; and, doubt-

less, the next step necessary, in their opinion, would be placing his arms in store, and only entrusting him with them on some urgent occasion—when, most likely, he would be found incapable of using them: but, discarding such speculations, a commanding officer no longer finds his situation a sinecure,—his labour is 'never done,—his mind is continually on the rack,—investigating this or that act of insubordination or crime,—for the prevention of which he no longer has any adequate means, as must appear abundantly evident by inspecting any regiment's defaulters' books—riotous and disorderly conduct, disrespect and disobedience, staying out of and escaping from barracks, desertions, &c. It is quite a common occurrence now, when men are denied leave of absence, for them to take it, and desertion is so little regarded, that many make a practice of walking off as soon as the imprisonment for former absence is over, and they have recovered its effects sufficiently to encounter another start: many, whilst away, enlist into other regiments, and when they have got all they can, walk off to some other quarter and repeat the offence; and when in danger of discovery, or dissatisfied with their new corps, voluntarily give themselves up as deserters from some of their former regiments, to which they are, as a matter of course, transmitted, perhaps some hundreds of miles, occasioning much trouble and expense—undergo the ordeal of trial, are found guilty, and sentenced to—what?—perhaps a few weeks' solitary confinement; on the expiration of which they are ready, when inclination prompts and opportunity favours, to start on a fresh lark—for desertion now is very generally thus lightly considered by soldiers, and, though it involves perjury, is absolutely not deemed a disgraceful act.

Many instances of mutinous conduct, resisting and striking officers, aye, and even shooting them, have, since the almost disuse of the lash, occurred, and, it is not at all improbable, to be in part owing to the rarity of the example, at least such misconduct seldom used to happen. The retailers of cant in the newspapers have less sympathy with the good of the service than fellow-feeling with the culprit; the cry is merely an ebullition of party, caught up by the mercenary editor, busy catering for the ignorant and unthinking multitude, whose faith is pinned to the *dicta* of their newspaper oracles. Many read now-a-days, but few think, and thus are falsity and delusion propagated. Lately some unfortunate cases of death, accidentally following close upon corporal punishment, have occurred, which has afforded a handle to the impugnors of the necessity of having recourse to the lash. I am no advocate for its use, when it is possible, without entailing a greater evil, to dispense with it; but are those, who impugn its necessity, prepared to offer an efficient substitute? Are they aware that death may, in like circumstances, follow imprisonment so as to appear a consequence? Is, therefore, punishment to be altogether abrogated? An experience of upwards of a quarter of a century enables me to affirm that fewer casualties in proportion follow the infliction of the lash than incarceration. I have never been so unfortunate as to witness a case of the former description, but my impression is strong that many have attended the latter,—for the admission into hospital of prisoners under sentence of Court-martial is a circumstance of common occurrence, and these cases, of whatever nature, febrile or pulmonic, are generally of an

aggravated character. But considering the care with which our places of confinement are constructed, and the regularity with which they are inspected, no one would attribute this to the punishment, but to the vitiated habit and constitutions of the prisoners, consequent on excess and intemperance previous to their incarceration. In this opinion, I think, I shall be borne out by most of the medical officers of experience in the Army.

It must be allowed, however, that other causes besides the disuse of corporal punishment may have contributed to the multiplied occurrence of irregularities and Courts-martial. The system of some corps, when the Commandant engrosses the whole of the management, leaving no power in the hands of the company's immediate officers, has a similar tendency. However able, and zealous, and well-meaning, it is more than one man can perform,—the true system here, as elsewhere, is division of labour; under the superintendence of one head, every subordinate should perform his particular duty, and no circumstances could be more favourable for the well-working of such a system than a regiment constituted as it is,—each Non-commissioned Officer has his squad to attend to, the Subaltern his sub-division, the Captain his company, and the Lieutenant-Colonel Commandant, with the assistance of his Field-officers, the whole to superintend. The management of his company ought, as much as possible, to rest with the Captain,—petty offences and irregularities should be left for him to deal with; those of greater magnitude, or of incorrigible culprits, alone ought to be brought before the commanding officer. This would not prevent him exercising that due superintendence and control over the respective companies which is incumbent on him, and it would add to his consequence and dignity thus to be made the ultimate referee, instead of having to attend to every trifling misdemeanour, which yet it would be improper to overlook. It is to be regretted that the old custom of allowing the companies, in trifling cases, under the control of the Captain, to settle matters among themselves, has been done away with. When the pride of the individuals composing a company was interested in its general good behaviour, they had the power, in a great measure, of compelling irregular and refractory subjects to comport themselves in such a manner as to bring no disgrace on it,—no dereliction of duty, or infraction of propriety, could escape their observation; and if admonition did not serve to check the propensity to improper conduct, a good cobbing, awarded and inflicted by themselves, was a most effectual argument; and, unless the *mauvais sujet* proved incorrigible to such measures, nothing was heard of his malpractices. This system of internal superintendence threw no duty off the ill-behaved upon the well-conducted soldier,—besides the saving of trouble to the officer commanding,—and, what was still more important, what a check to crime, and to the repletion of the defaulters' book! By-the-by, talking of defaulters' books, there are no less than twelve in every regiment—one for each company, one for the hospital, and a general one; which last of itself might answer every purpose. With regard to that for the hospital, which is seldom used, it is large enough to contain almost all the records of the regiment. Does it not seem ridiculous to think that in our Army, whose numbers scarcely amount to 100,000, there are in daily use about 140 dozen of defaulters' books?

Some years ago, when stationed abroad, I penned the following observations:—Intemperance is the vice of the army, and drunkenness the ruin of the soldier. The extent to which it is carried in foreign garrisons, where wine and spirits are cheap, and money plenty with soldiers from working at their trades, in public employ or on colonial fatigues, is almost incredible. At Corfu, where there are six regiments in garrison, the truth of this statement is amply verified. At night, more especially on Sunday, for some time previous to tattoo, the time soldiers are required to retire to their barracks—eight o'clock in winter and nine in summer—it is almost unsafe even for an officer to pass through the barrack yard, from the numbers of drunken soldiers then afoot, returning in groups from wine houses in the town, or canteens within the citadel walls, to their respective rooms. Under the influence of liquor, in the dusk or dark, soldiers have little respect for persons; indeed, with pates so bemuddled, they cannot distinguish individuals; and it is no easy matter, in such circumstances, to steer clear of drunken fellows; their gait is so unsteady, and their path so crooked, that where several are moving together it is difficult to avoid them with the greatest solicitude and caution; and fly as quickly as you may, the language you are compelled to hear, and the scenes you cannot avoid witnessing, are disgusting in the extreme. If an English garrison was to be surprised, or an insurrection of the natives take place, half an hour before tattoo would be the time to succeed. It is indeed lamentable at that time to witness the brutified state of the English military, and the degrading scenes to which it gives birth. The approach of the hour for shutting up the canteen seems to have no other effect than to increase the uproar, make them swill with greater activity, and get drunk with all possible haste, before they are ejected from it, and compelled to retire to their barracks.

In reviewing the annual reports, which I had an opportunity of doing, of the different regimental medical officers in the Ionian Islands, I could not avoid remarking that almost every severe and untoward case of disease was attributed to intoxication, or aggravated by its effects on the constitution of the soldier, and, from my own knowledge, I have no doubt of the general correctness of the statement. The addiction of the military, more especially in foreign countries, to excessive potations is with the utmost difficulty restrained; indeed, so inveterately are they attached to it, that it seems almost impossible to find any effectual means to check it. Yet some attempt should be made; intoxication is not looked on by soldiers as a crime; they attach no stigma to it, but rather glory in getting drunk. Perhaps sobriety would be best encouraged by making drunkenness contemptible, by affixing some opprobrious epithet, with the utmost publicity, on whoever was addicted to it; and, on the other hand, by countenancing and rewarding the sober. For instance, a man who for a twelvemonth had conducted himself with propriety, and without getting drunk, should have it recorded, and be entitled to some regimental indulgence—such as extension of liberty at night, and exemption from unpleasant duties; whilst those who, in a like space of time, had been repeatedly intoxicated, should be noted as drunkards, and have some ignominious duty assigned them. The drunkards, also, should be divided into classes, according to the degree of their intemperance, such as “occasional” and “confirmed or habitual

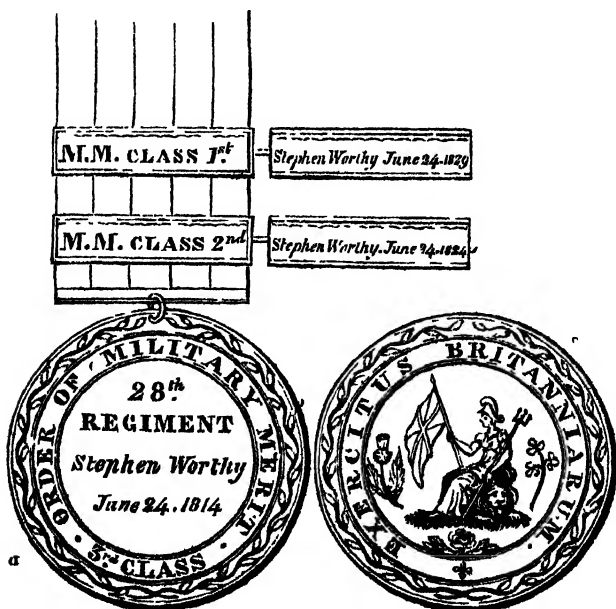
drunkards." If possible, each class should be accommodated in a room by themselves, and liable to certain restrictions and disagreeable duties—such as turning out to sweep the barrack-yard and clean the sewers; to have the roll called at uncertain hours at night by the non-commissioned officers; to confinement to barracks; to deprivation of their ration-liquor, &c., &c. Their barrack-rooms should be decorated with a glowing roll of the names of the inmates, under the head of their particular designation—such as "the tipplers," "the drunkards," &c. The constant recurrence of such subjects being obliged to answer to the opprobrious mandate of "Turn out the drunkards," would in time, I think, be productive of good effect, as it would make them the jest and laughing-stock of their comrades, to avoid which, I have no doubt many would endeavour to forego intemperate indulgence.

To encourage sobriety, the men of each regiment might be divided into classes, say two, first and second classes of sobriety and good behaviour; and when they ceased to belong to this last, they should fall into that of occasional drunkards. A scale might easily be devised to define the station in the classification which each man, according to his conduct at various periods, ought to occupy. Thus there might be five classes in a regiment to comprehend every character—viz. first and second classes of sobriety and good conduct; third, occasional drunkards; fourth, habitual drunkards; and fifth, to contain the worst characters of every kind, under the denomination of miscreants.

This was written, as stated above: in addition, I think that any mean which might, by consequence, tend to encourage sobriety, ought to be adopted. The idea of Regimental Savings' Banks seems to have been forgotten or neglected. They certainly would prove beneficial, and, I think, ought to be established in every corps by authority. The paymaster to have power, through the agent, to remit to some central bank, where a certain rate of interest would be allowed. It is of the utmost importance to encourage prudent habits in the soldier, and that he should have the means of securing any saving he might thereby effect, which most assuredly he has not at present. Money in a soldier's possession only makes him a subject for pillage to his more unprincipled companions. Conscious that he has not the means of preventing it, he naturally desires to enjoy it, and the readiest means of gratification are generally preferred; it is, consequently, squandered in the canteen or brothel, thus making an incitement to evil, of what might have been a benefit—and a source of misfortune and disgrace, involving the risk of both health and character.

General good conduct ought likewise to be encouraged, and rewards ought not to be dealt out with such a niggardly hand. Orders and medals might be the cheap medium of effecting this. I propose that there should be established by Government, an **ORDER OF MILITARY MERIT**, for the especial benefit of the non-commissioned officers and soldiers of the Army, in which there should be three classes, with an appropriate badge to distinguish each. That a soldier after ten years' service, and approved good conduct, never, of course, having been brought to a court-martial, and having behaved so as to secure the approbation of his Commanding Officer, should, on undergoing the scrutiny, and passing the ordeal of a Regimental Board to be convened for that purpose, be entitled to have his name enrolled as a member of the

third class, and be presented with an appropriate riband and medal. That after twenty years, having conducted himself in an unexceptionable manner, and obtained a similar recommendation, he should be entitled to be enrolled as a member of the second class, and receive a clasp, with a suitable inscription, to be worn on the riband of his medal. That after thirty years—or perhaps it might be better, a quarter of a century, for few soldiers, comparatively speaking, last longer—on undergoing the same ordeal, he should be entitled to be enrolled a member of the first class, and receive an additional clasp, with an inscription specifying the date of his attaining the honour, which clasp should be worn over the first. That the riband should be of a fixed pattern, chosen on purpose—the decoration to be worn pendant from the left breast, or in a pocket over it, the riband, or riband and clasps only exposed in uniform, or with plain clothes when the member had retired on a pension, or had ceased to belong to the Service. Of such an honour who would not be proud? And if some such plan was adopted, it would be hailed as the dawn of a better order of things, and would encourage more estimable subjects to enter the Service. But I would not confine the admission into the Order to mere length of service and general good conduct; acts of heroism, and exemplary conduct of a superior description under specific circumstances, should entitle individuals to earlier enrolment, on the recommendation of their Colonel, with the approbation of the General commanding on the station where the regiment was serving, or the Commander-in-Chief, as might be deemed most fitting—these extraordinary members to have the reason of their enrolment, and period of service, specified on their medal. I am no artist, but I have amused myself with sketching, in the margin below, a medal and inscription, which might be improved upon, illustrative of my plan. The riband should be of a fixed pattern and



breadth—red and blue or whatever may be decided upon. The medal to be of silver, a little exceeding half-a-crown in size, to be struck at the Mint, with an appropriate space left for an engraved inscription.

If it was deemed appropriate, the Order might be extended, and officers decorated with a similar badge, which might be coined of more precious metal. The decoration might be, however, more restricted as to the period of service—excluding all under twenty years, except in special cases—the members to be styled knights companions of the first, second, or third class, according to circumstances, and any regulations which it might be thought proper to adopt. These observations are merely advanced as a ground-work, which, if followed up, might prove beneficial to the Service, which is the only object the writer has in view.

March, 1836.

A.

N.B. In explanation, I may just state that the emblems so indifferently represented, are intended for Britannia supporting a staff, with the union flag displayed, sitting on the Lion of England couchant, with the rose, thistle, and shamrock, symbols of the three nations. The verge of the medal to have an embossed laurel wreath, and the clasps a chased laurel margin.

REPORT FROM HIS MAJESTY'S COMMISSIONERS FOR INQUIRING INTO THE SYSTEM OF MILITARY PUNISHMENTS IN THE ARMY.

TO THE KING'S MOST EXCELLENT MAJESTY.

WE, your Majesty's Commissioners, appointed by your Majesty's Commission, bearing date the fourth day of March, in the fifth year of your Majesty's reign, whose hands and seals are hereunto set, do humbly certify to your Majesty—That,

In prosecuting the Inquiry intrusted to us by your Majesty's Commission, we have called before us and examined a great number of witnesses, including persons of all ranks in the Army, from the recruit and private soldier to the most experienced general officers in the Service, and to the General commanding in chief.

We have also thought it our duty to examine several of those persons who have publicly advocated the entire and immediate abolition of corporal punishment in the Army, or its gradual abolition by the substitution of other punishments. A further object of our inquiry has been the practice in the other Armies of Europe, with regard to their discipline, and the means adopted for its maintenance, and besides the information we have obtained from printed sources, and from Officers in your Majesty's service on this head, we have had the opportunity of learning, in complete detail, the system of the French Army, not only as to its discipline, and punishments, and rewards, but as to the means by which its ranks are filled, and the description of persons thereby obtained for the service. Upon an application made at our request by your Majesty's Principal Secretary of State for the Foreign Department, to the French Government, four most intelligent officers were sent over for our examination, and from their evidence, which was given with the utmost frankness, and with the sincerest wish to assist us in our inquiries, we have derived a great deal of most valuable information. We are, therefore, now prepared to lay our opinions upon the matter referred to us before your Majesty, and have agreed to the following Report:—

The object for which we have humbly conceived your Majesty had pleased to direct this Commission to issue, appears to us to have been a minute and searching inquiry into the means at present used to maintain the discipline of the Army, with a view to ascertain how far the resort to corporal punishment might be dispensed with, either immediately and entirely, or prospectively and gradually.

We have, therefore, directed our attention to the following points:—

1. The regulations which have been adopted of late years in order to render the infliction of that punishment more rare than at former periods, and to diminish the extent to which it may be carried by the sentences of courts-martial.

2. Whether some alteration in regard to the minor punishments now inflicted by the authority of the commanding officers of regiments, both as respects the summary and effectual application of those punishments, and their power of submitting a wider range of offences to the judgment of a regimental court-martial than is at present permitted, might not tend to diminish the supposed necessity of recurring to corporal punishment in many instances, without endangering the maintenance of proper discipline.

3. Whether the punishments that are now resorted to as substitutes for corporal punishment appear to have been effectual, and whether their substitution is likely to render an immediate and entire abolition of that punishment practicable and safe, or to hold out a hope that, by a more stringent application of them, the necessity of its continuance may be gradually removed.

4. Whether the infliction of corporal punishment may not be confined within still narrower limits than at present, both as to the number of lashes in the power of courts-martial to award, and as to the offences to which it may be applied; whether those offences may not be more clearly defined than they now are, and, also, whether the power of inflicting that punishment may not be limited to cases where the culprit has, for some previous misconduct, been in some way publicly degraded.

5. Whether some system of rewards to the good and well-behaved soldier, while in the service, either by promotion to commissions, by honorary distinctions, or otherwise, or by the prospect of some civil advantages combined with pension, or all of these, might not have the effect of inducing the parents and friends of young men, of a better and more educated class of life than that of which the Army is now composed, not only to consent to, but even to encourage their enlistment, and of thus improving the moral character of the Army, so as to render the use of corporal punishment unnecessary.

Before we state our opinion, as founded upon the evidence we have received, with regard to all or any of these points, we think it right to advert to the difference which exists between the British Army and that of every other power in Europe, not only in its composition, but in the duties it is called upon to perform; and we cannot but feel that a consideration of those circumstances must, in a very great degree, be necessary to the formation of a sound decision upon the whole subject.

The first great distinction between the British and the other European Armies is, in the manner in which its ranks are filled. The British Army is entirely composed of persons who enter voluntarily into the Service, for life or until discharged under certain regulations. The enlistment of the British soldier may, therefore, be considered as the devotion of the greater and certainly the best portion of his life to the Service into which he freely enters; and two-thirds, at least, of that portion, as far as respects the regiments of the line, are spent in the Colonies under every variety of climate. On the other hand, the Continental Armies are filled by conscription, not indeed excluding voluntary enlistment, but admitting it under certain regulations as one mode of performing a duty required of all the subjects of the state. The law in France is stated to be "that every

Frenchman shall be called to serve his country at the age of twenty ; nevertheless, any one who wishes to enter the Service may enlist at the age of eighteen, and, having satisfied what the law requires, he is exempt from future conscription."

The service thus required by the law lasts for seven years, whether under conscription or enlistment, but it may be voluntarily prolonged for a certain time and under certain conditions: the conscript may, if he thinks fit, find a substitute, but he remains responsible for that substitute in case of desertion during a year. This manner of filling up the ranks of the Army brings into it a considerable number of persons of good education ; and it is stated that that circumstance enables so many commissions to be given to the non-commissioned officers.

In Prussia "all the subjects are called into the service of the state at the age of twenty years, and serve for three years in what is called the disposable force." They are then sent home until they have attained the age of twenty-five years, and constitute the Army of Reserve. At the age of twenty-five they are exempted from active employment, and become incorporated into the landwehr of the first ban, till they are thirty-two, and in that of the second ban till they are thirty-five, the landwehr being a sort of militia ; the first ban being brought together for a short time every year for exercise, and the second only liable to service within the interior, in the event, during war, of an invasion of the country by an enemy. "In order to alleviate, amongst the higher and opulent classes, the obligation which the law imposes upon every Prussian of serving personally as a private soldier, and in order to reconcile this obligation with the possibility of acquiring a knowledge necessary to other professions, the Government permits voluntary enlistment, subject to certain conditions."

Under different regulations, the same principle of the right of the state to the service of every one of its subjects is enforced in every country of Europe, as we are led to believe, by something in the nature of conscription, or forced enlistment for a limited period. The adoption of this principle must have the effect of creating a strong feeling in favour of the military service. It becomes, in truth, the favoured and favourite profession in those countries where every man has either been or actually is a soldier ; and it is honoured accordingly. If a young man is called from his home to serve his prescribed time, his father has been so before him, and it is not considered a hardship.

The mode of filling the ranks of the British and other European Armies being then so entirely different, how is it with regard to the service these latter are called upon to perform, even for the limited periods for which their members are engaged? None of the great Powers of Europe, excepting France, have colonies, and she does not employ her regular Army in the few colonies which she possesses. Excepting, therefore, in the case of some active service, the foreign soldier is never called upon to quit his native country, while the British soldier, besides being subject to the hardships, privations, and dangers of actual service when necessary, cannot avoid the long separation from his family and friends consequent upon the order to embark for the colonies, nor the wear and tear of life and constitution which await him when arrived there.

The natural consequence of these disadvantages on the part of the British Army, both as to its original formation and the services it is applied to, is, that those persons of a better class, who, as we are told, are to be found in the ranks of the other Armies, are rarely found in ours, except in instances where a young man has been induced by misfortunes, brought on, most commonly, by his own folly or intemperance, to escape from them by enlistment. It will be found, by the evidence of several officers whom we have examined, that those who have so enlisted do not commonly turn out the best soldiers, or the most easy to bring under proper discipline, and seldom set an example of good conduct to their comrades.

The great body of our recruits consists of the inhabitants of the large towns and manufacturing districts, and of agricultural labourers, which last appear generally to enter the Army in consequence of some family difficulty, or some scrape in which they are involved, or from some temporary difficulty of obtaining work, and become the best and most trustworthy soldiers, when they have undergone the necessary preparation of the drill. Those who come from the manufacturing districts and large towns are too frequently the most idle and dissolute, and require all the means in the power of their officers to correct the intemperate and vicious habits in which they have indulged, and to teach them that subordination is the first duty in the profession into which they have entered.

In an Army thus composed, it is scarcely necessary to point out the evils of a relaxed state of discipline. It has not, within itself, those moral means which are supposed, and probably with truth, to exist in an Army recruited by conscription of all classes,—the example and advice afforded by the more educated to those who are less so. The constant vigilance of their officers in giving advice, and in correcting, by slight and minor punishments, the first approaches to insubordination, joined to the prompt application of such a punishment as is likely, while it corrects the offender, to make him an example in the eyes of his comrades in cases of a more serious nature, can alone make such an Army tolerable not only to the inhabitants of the country in which it is, but even to the individuals of that Army itself: a very few persons in a company can, and very often do, by their violence and bad conduct, render the lives of the rest uneasy and uncomfortable.

It cannot be necessary to state the necessity of the strictest discipline when in the field and in face of the enemy. With it, a British Army is equal to any enterprise; without it, the character and habits of our soldiers are such as to lead them into great excesses, and frequently to render them unfit for any useful purpose. Nor will any one who is aware of the duties imposed upon the Army, when quartered at home, or in the colonies, doubt the necessity of its being kept in a state of the strictest discipline.

A standing Army always has been an object of jealousy in this country, and nothing can reconcile the feelings of an Englishman, who prizes his own personal liberty so highly, to its existence, but the fact of its being in such a state of discipline and restraint, as shall secure the absence of that tone of superiority, which the Armies of foreign powers are apt to assume in their own countries. To perform the duty of assisting the civil power, in the way required of the British soldier, is a most difficult task. The least impatience, in the midst of the most gross provocations and insults, anything less than an implicit obedience to the orders of his officer, or any rashness, even when personally assailed, or after an order has been given to act, may lead to most fatal consequences at a moment of excitement.

In considering, therefore, the subject of the punishments, by which the discipline of the British Army has been created and maintained up to this time, it is well to see how far they have answered their purpose. To the superior discipline of the British Army, when on service in foreign countries, and even in an enemy's country, strong testimony will be found in the evidence, and more especially that of the Duke of Wellington, Sir Henry Fane, and Sir Henry Hardinge. To the conduct of the Army, while in the British islands, the experience which every person who has had occasion to see it employed to assist the civil power must have, of the admirable manner in which that duty is performed, will bear ample testimony. It cannot be denied, then, that whatever other objections may be made to the present system of discipline in the British Army, it has had the effect of rendering that Army eminently fit for and capable of any service to which it may be called.

Having adverted to these circumstances, which must enter into the

discussion of the points upon which we conceive our judgment to be called for, we now proceed to consider the first of these points, as already stated.

The infliction of some sort of corporal punishment has been in use in the British Army from the earliest periods.

The antiquity of any practice, however, cannot be set up as a defence of it, if there are strong and cogent reasons for its being discontinued; and in nothing is this more true than in the question of the efficacy of any punishment, which must, in great measure, depend upon the state of society, and the feelings of the people among whom it is to be used. Upon this principle, much of the severity of the civil criminal code of this country has been relaxed of late years; and upon it, also, have been formed the restrictions now in force in the Army, as to the frequency and extent of corporal punishment.

It appears from the evidence of the Adjutant-General, Sir John Macdonald, that in 1795, when he entered the Army, there was no limitation whatever of the power of regimental or other Courts-martial, of awarding corporal punishment, and that a great decrease in the number of those punishments has taken place of late years, in consequence of a more frequent use of the minor punishments in the power of Commanding Officers, and of the substitution of solitary confinement, imprisonment with hard labour, and transportation, in cases where corporal punishment used to be constantly awarded by the sentences of Courts-martial. In the year 1819, a General Order was issued by his Royal Highness the Duke of York, requiring the transmission of returns of regimental Courts-martial, the extent of corporal punishment to be awarded by a regimental Court-martial having been previously, in the year 1812, limited to 300 lashes. This limitation was in force until the passing of the Mutiny Act in 1862, when the award was further limited to 200 lashes, and it so continues. In 1829, the award of a district or garrison Court-martial was confined to 300 lashes, and it so remains. The consequence of the vigilance of the Commanders-in-Chief in watching these punishments, and checking the application of them with undue severity, has been the decrease before stated. In the year 1830, a circular letter was issued by Sir Herbert Taylor, then Adjutant-General, by Lord Hill's orders, which will be found in Lord Hill's evidence, and contains a full detail of the system under which the Army is now conducted. Under this system, it is stated, in the evidence of several of the officers who have been examined, that, except in cases which require a prompt example, or where minor punishments under the authority of the Commanding Officer, as well as those which have been substituted for corporal punishment under sentence of a regimental Court-martial, have been tried without effect, corporal punishment is rarely awarded by regimental or district Courts-martial. Its application is also, by a circular from the Horse Guards, dated 24th August, 1833, limited to certain offences, viz. :—

1. For mutiny, insubordination and violence, or using or offering to use violence, to superior officers.

2. Drunkenness on duty.

3. Sale of or making away with arms, ammunition, accoutrements, or necessaries; stealing from comrades; or other disgraceful conduct.

Previously to the issuing of that circular, there was scarcely an offence committed by a soldier which did not subject him to corporal punishment at the discretion of the Court-martial before which he was tried.

Having stated the system under which the Army is now governed, and the regulations under which this punishment is now made use of, we proceed to consider how far any such alterations, as are alluded to in the early part of this Report, might be made in them, with advantage.

It will be found throughout the evidence taken by us, and the summary of the answers of the general officers and commanding officers of regi-

ments to the Adjutant-General's circular of 15th October, 1834, all of which are printed in the Appendix, that a very general opinion prevails, that the power of commanding officers, with regard to the extent to which they may inflict the minor punishments, and the discretion by which they are to be guided in bringing offenders before a regimental Court-martial, as well as the range of offences now cognizable by such a Court, is too limited.

We cannot help thinking that it would be desirable to vest a greater discretion than is at present permitted, in these respects, in the commanding officers of regiments, and that the effect of such a relaxation would be to diminish the number of Courts-martial, both regimental and district, and the consequent corporal punishments.

We now come to the main questions :—

1. Have the punishments resorted to as substitutes for corporal punishment been effectual, and can they be relied upon, so as to make an immediate and entire abolition of that punishment safe and practicable?

2. Does our experience hold out a hope that, by an improved application of those substitutes, corporal punishment may be gradually abolished?

Upon the answer to these questions must depend the whole case, for the retention or abolition of that punishment, and we proceed to consider them with a due sense of their importance, not merely to the soldier who is subjected to it, but to the country which he serves.

The objections to the continuance of this punishment, as at present employed, or altogether, will be found in the evidence given by Major Pancourt, M.P., Colonel Evans, M.P., Major Beauclerk, M.P., Mr. Hume, M.P., Colonel Perronet Thompson, M.P., and Colonel Sir Octavius Carey; and, indeed, throughout the evidence, there will be found very strong expressions with regard to it, used by witnesses, who, nevertheless, are decidedly of opinion, that the power of inflicting it should be retained, and an earnest desire expressed to avoid it as much as possible, and to have recourse to substitutes, if such can be found, as will be effectual.

Undoubtedly, the only ground upon which the continuance of any punishment, and more especially of any punishment inflicting severe pain, and in itself supposed to be disgraceful, must consist in its efficacy as an example, and although its effect in the way of the reformation of the person undergoing it should not be by any means overlooked, that must be considered a secondary object.

The objections to this punishment, as detailed in the evidence, may be thus stated.

It is said to be inefficient for its object; to degrade the character, and to tend rather to harden than reform the individual. Its effect upon those who witness it is said to be that of disgust, and sympathy for the offender. It is said to fail before the enemy. It is also said to be so contrary to the feelings of this country, in its present state of civilization, that the public mind is irritated against it, and that that circumstance alone calls for its abolition.

With regard to the inefficiency of corporal punishment for its object, there can indeed be no doubt that if the entire prevention of all crime and offence has been expected from it, it may be predicated of this, as of every sort of punishment hitherto thought of, that it has not attained that object. But if the object is taken to be the repression of crime, by the means of example, it appears from the evidence that, in many cases where every other punishment has failed, it has had that effect, and even by those who speak of its infliction inspiring disgust in the by-standers who witness it, it is admitted to have great effect in deterring other soldiers, and especially the younger ones, from committing offences which will subject them to it.

To the second of these objections we observe, that throughout the evidence, including even that of the non-commissioned officers and soldiers, who have been examined, great doubt is thrown upon the fact of

it's being considered by the soldiers, at all events, a degrading punishment, if applied in the case of a military offence only. Almost the universal answer to the question of whether a man who has been punished at the halberds, is considered by his comrades as degraded by that punishment, and consequently shunned by them, has been in the negative, and that the nature of the crime led to degradation, and not the punishment. And with regard to its effect as hardening and not reforming the individual, it will be found, upon looking at the evidence, that such is by no means the universal consequence. Many instances are given of men, who have undergone this punishment, having become good soldiers, and having reached the rank of non-commissioned officers, and even of officers in some instances. When, indeed, it is inflicted upon men of confirmed bad habits, and, generally speaking, those are the persons who now subject themselves to it, it has failed in effecting their reform. But it may be asked, whether any description of punishment would, in such cases, be likely to succeed, and we need only have recourse to the records of our civil prisons and our courts of law, to be satisfied how very rarely the reform of a man who has contracted the habits of vice and intemperance, has been effected.

It must be remembered also that it is frequently thought necessary to inflict this punishment, in a military body, when the moral reformation of the individual is in no degree its object; instances of insubordination which cannot be passed over, may and very often do occur where the offender is anything but an immoral or vicious person. The prompt infliction of corporal punishment may be necessary in such a case, for the sake of example and to prevent the spreading of a disorderly or mutinous spirit; but it cannot be said that its object is the moral reform of the individual: and we cannot help thinking that this constitutes a great difference between offenders against the military and the civil law. In the latter, the reform of the culprit is more mixed up with the vindication of the law. If the Mutiny Act and Articles of War are referred to, it will be found that a great proportion of the military offences, enumerated in them, would not, in themselves, be considered moral crimes, although highly dangerous to the discipline and efficiency of the Army, and consequently to the country. On the other hand, almost all the crimes for which culprits are tried by the courts of law, may well be supposed to arise from character and habit in the individual, which, for the sake of the rest of the community, it ought to be the object of the law to reform.

The next objection is, that it excites disgust and sympathy in the bystanders in favour of the sufferer.

It will undoubtedly be found by the evidence, that the sight of corporal punishment has a great effect upon those present; and that with the young soldier, that effect is sometimes so powerful as to produce physical weakness and fainting. It is difficult to say whether this is disgust or terror, but we must observe that such circumstances cannot arise without a very strong impression having been made upon the mind, and that from that impression must be derived a confident hope of the efficacy of the example presented to the eyes. But with regard to the sympathy of the bystanders, we can collect nothing from the evidence to show that such a feeling is aroused by this punishment in the minds of the comrades of the culprit: on the contrary, the feeling seems to be almost universal among them that no man is punished in that manner, in these days, who has not deserved it; and in one case especially, which occurred a year ago in the 3rd Regiment of Guards, upon which the public mind was greatly excited, it appears from the evidence of the non-commissioned officers and men of that Regiment, whom we examined, that the only feeling among them was, that the offender had not received a sufficient punishment for his offence; and in the case of the marine punished in November last at Woolwich, who died in the hospital of a locked jaw, into which unfortunate case

we have thought it our duty to inquire, we do not find that any sympathy was shown by his comrades.

Another objection to this punishment is that made by Lieutenant-Colonel Perronet Thompson, who says that it fails in the field and before the enemy, and in support of this opinion, that Officer gives two instances, one in the 95th Regiment, at Buenos Ayres; and the other in the 14th Light Dragoons, in the Peninsula. In the first of these he conceives the offender to have been too lightly punished by the sentence of a court martial; and, in the second, that although the persons against whom he complained had committed a considerable military offence, they were not punished at all; and that both these instances show the unwillingness to punish, by corporal punishment, in such circumstances.

It appears, however, that in the first, which was a decided case of mutinous language, the effect of the infliction of 150 lashes, to which the offender was sentenced, was, that no more was heard of such language; and in the latter, which was a case of disobedience of orders, that the officer to whom it was reported did not think the offence of so grave a nature as to call for anything but the application of a strong expression to the offenders. But, on the other hand, we find in the evidence of Lieut. Blood, an instance in which the corporal punishment of a soldier for insolence and insubordination, inflicted, as it were, in sight of the enemy, and when his regiment might at any moment have been engaged, had the immediate effect of restoring order.

We cannot, therefore, attach much weight to this objection, which, if founded at all, would equally apply to every other punishment, at a time when the great object must be to keep the ranks of a regiment as full as possible.

The last objection to corporal punishment is undoubtedly one which calls for the most anxious inquiry into the grounds upon which it rests. Nothing can be more certain than that in this country, and with the ample means afforded to every man in it for the free discussion of any subject in Parliament, in courts of law, in public meetings, and through the press, no practice can be long maintained which is really contrary to the well-considered judgment and settled feelings of the country. But in order to be sure of what we are doing, we must, before we give way to a feeling such as is supposed to exist upon this subject, ascertain to the utmost of our power, in the first place, its real extent, and also whether it is founded upon reasons necessarily conclusive of the whole question at issue. In a country possessing such free institutions as ours, this caution is the only security we have against changes which, upon their first being presented to us, bear the most tempting appearances. Upon the first of these points, namely, the extent of this feeling, it is difficult to form any very correct judgment, and persons who are themselves impressed with any strong opinion upon any subject, are apt to overrate what they consider symptoms of a general concurrence with that opinion.

With regard to the reasons upon which the feeling in question is said to be founded, we have already adverted to some of them; but there remains one which seems to have had a great share in exciting it, and which we now proceed to consider. It is said that it cannot be necessary to retain the power of punishing the soldiers of the British Army by the lash, when we have before us the example of some of the armies of Europe, and more especially that of France, in which no corporal punishment whatever is permitted. No man who lived during the long wars of the French revolution and the empire, or who has read of those times, can for a moment doubt that that Army, whatever its discipline may have been, was equal to any military purpose whatever, so far as refers to energy and courage. The history of those times, however, affords instances of a licence in the French Army, when in hostile countries, which scarcely any attempt was made to repress. In our Army, on the contrary, even in hostile France

itself, the disposition to that licence was so effectually subdued as to acquire the confidence of the inhabitants of the districts which it occupied, in the protection afforded by its discipline.

We beg, however, in the first instance, to refer to what we have already observed, with regard to the composition of the French Army, in consequence of the mode by which it is recruited. Whatever other objections there may be to a conscription, no one can doubt that its effect must be to bring persons of all classes of the community into the ranks of the Army as private soldiers, and to give a military character to the whole population of the country in which it exists. In fact, corporal punishment was used in the French Army so long as it was recruited by voluntary enlistment, and it ceased only when the State called every male citizen to its defence and service, without any distinction. Whatever objections there may be to this punishment, when inflicted upon persons of the description and habits of those who are likely voluntarily to enter on an indefinite term of military service in a free country, there can be no doubt that those objections have immeasurably greater force when persons of all classes and habits are torn, by an overruling power, from their homes, their families, and from the profession of their choice, to perform a paramount duty to the State. A conscription, such as exists in France, would be intolerable in this country; but if such were the law, it might perhaps be unnecessary, and if so, would certainly be unjustifiable, to retain this power of corporal punishment. It may indeed be said that the militia, when embodied, is subject to the same Articles of War, and that that force is in fact raised by a conscription. But even in the militia, when embodied in time of war, by far the greater part are substitutes raised among the very class of which the Army is composed. In the French Army, where what are called *remplaçans*, or substitutes, are permitted, we learn from the evidence of the French officers examined by us, that that portion of every regiment is by far the most difficult to bring under discipline; and the whole tenor of their evidence goes to show, that if that Army had no others in its ranks, its present system would be maintained with the greatest difficulty. If to this it should be answered that a great portion of the French Army consists of volunteers, the reply is evident,—those volunteers are from the same classes as the conscripts, and knowing that their country has, by law, a right to their services in the Army, they freely engage in it, and perform service in that which is, and always has been, the favourite profession of that country, and to which they might otherwise be forced by the conscription. It appears, however, from the Returns of Punishments in the French Army, in the Appendix, that the volunteers are, in fact, nearly as difficult to manage as the substitutes.

Still confining ourselves to the French Army (for in most of the other Armies of Europe some sort of corporal punishment is in use), it is worth while to consider what the punishments are in their military code, a list of which will be found in the evidence of Sir Willoughby Gordon, the quartermaster-general. It will be seen that no less than forty-five offences are, by that code, punishable by death; and although that extreme punishment is very frequently, in time of peace, commuted for long terms of detention in the galleys or in prison, we are led to believe a remission of it on service in time of war to be far from common. In our Mutiny Act and Articles of War, authority to pass a sentence of death is always coupled with the words, "or such other punishment as a General Court-martial may award." In fact, an execution of such a sentence in time of peace, in the British Army, may be said to be unknown in these islands. On actual service, although sometimes resorted to, it is by many degrees less common than in the French Service, in which, under such circumstances, death by shooting is the hinge upon which the whole system of discipline turns. Twenty-six other military offences are punishable with imprisonment for periods from five to twelve years, with or without what

is called the *boulet*, which is a cannon-ball attached to the leg or body. Nineteen are punishable by periods of imprisonment, or what are called *travaux forcés*, or galleys, of from one to three years; and there are among the offences, enumerated in these categories, many which, in our service, would subject the offender at the most to be tried by a district Court-martial, the limit of whose power of sentence in respect to corporal punishment is 300 lashes; for instance, the sale of arms, dress, or equipment, would be so dealt with in our Army, and is punished in the French Army, by the galleys, from two to five years; threatening language, also, is punished in that Army by five years' imprisonment. We cannot help thinking that it is matter of doubt whether, if the option was given to the British soldier, between the two codes, he would not infinitely prefer that of our Service, even taking into consideration the degree of degradation which is said to follow from the punishment of the halberds. But, after all, it would appear from the evidence, that the French code does not produce, even in time of peace, a discipline in any degree equal to that which is enforced in the British Army.

In considering this question of the difference of punishment in the British and French Armies, we must not lose sight of the difference of the duties which they have to perform, or of the circumstances under which soldiers are placed in the performance of those duties. A French regiment is usually together in one quarter, and never goes beyond the frontier, except for active service. It is very seldom embarked; and when it is, only for a hostile expedition, and for a short time. The kingdom of France is full of fortresses, affording the means of imprisonment and hard labour, besides three or more establishments of the galleys. An English regiment, on the other hand, is much more usually than otherwise, both at home and in the colonies, separated into detachments, and is, sometimes for months together, on board of ship in its passage out or home from a colony, or on its removal from one colony to another, a situation in which the perfect idleness of the soldier is very apt to lead to irregularities. In Great Britain and Ireland there are few fortresses, and very imperfect means indeed of imprisonment or solitary confinement, except in the county gaols, upon which prisons, as applied to military offenders, we shall presently observe.

Having thus discussed the reasons upon which the feeling, for the abolition of corporal punishment, seems to be founded, we are far from denying its existence, or the propriety of attending to it as far as is compatible with the maintenance of that discipline which alone prevents an Army from becoming a curse to the country in which it exists.

Of late years, recourse has been had by the military authorities (under alterations in the Mutiny Act) to several punishments, by way of substitutes, and in the hope of rendering the use of the lash, to a great degree, unnecessary. In the sentences of general Courts-martial, transportation as a felon for life, or years, has taken place of those severe awards of corporal punishment so usual in former times, where the ultimate punishment of death was not applied: which punishment, although retained in our military code, seems to be practically applied to cases, which only occur upon actual service, or under very peculiar circumstances. This punishment of transportation depends so much upon the treatment of the offender in the colony to which he is transported, that it is difficult to calculate upon its effect; and upon this subject, we beg to refer to the remarks upon the treatment of soldiers transported to Bermuda, under the sentences of Court-martial, which will be found in the answers of the general and commanding officers to the Adjutant-General's circular, and also to an extract from a letter from Lieutenant-Colonel Cathcart, which will be found in the Appendix. But we confess it appears to us to have been a wise course to endeavour to get rid of those extreme corporal punishments, which, after all, were generally inflicted, in time of peace, upon men not worth keeping in the Service.

The other punishments which have been resorted to, as substitutes, are imprisonment, with or without hard labour, and solitary confinement; and we regret to say that the greatly predominant result of our inquiry is to satisfy us that, as hitherto inflicted, they have not so operated as to be depended upon as efficient substitutes. One great reason for their failure in this respect, is the uncertainty with regard to the degree of severity with which they are enforced. In one prison imprisonment may be a real punishment, and the labour may be very severe, in the prison of an adjoining county, it may be anything but a real punishment, and only enable a soldier to spend his time in comparative idleness, and in far more comfort than if confined to his own barrack, and made to do duty all the time. We are aware that this objection may be in part removed by the effect of regulations now in progress, but we speak of what actually has been, and now is, and the same observation will apply to solitary confinement.

To make these punishments such as they ought to be for the military, efficient and proper means of carrying them into execution in the several barracks should be provided, and military prisons, of sufficient capacity for the probable number of offenders, should be built. The complaints of the practice of confining soldiers, for military offences, with felons and convicts, will be found, on reference to the Appendix, almost universal. A soldier, although under punishment, should not lose sight of the profession, against the rules of which he has offended; nor should he be placed where he is in contact with men whose notions of crime are not very strict, and who have none whatever of the nature of a military offence. But even if the means we have alluded to be provided, we are not satisfied that these punishments can be depended upon as perfect substitutes for corporal punishment, although we are far from undervaluing them. However improved they will still be deficient in one important requisite in military punishments upon certain occasions,—a striking and prompt example. A man, sentenced to a corporal punishment, is brought out before the whole regiment; the preparations for his punishment are made; the sentence is read, he is stripped, and receives his punishment. All this passes before the eyes of his comrades. In the other case, the offender is equally brought out before the assembled regiment, but there are no preparations for punishment to be seen; his sentence is read, he returns to his confinement, and is entirely lost sight of by his comrades, until the period of that confinement has expired. If this punishment have any effect upon his comrades, it must be by a recital of his sufferings in prison, which can only be communicated by him to a few. They, in the mean time, have to perform his share of duty.

We think it is impossible to say that, under these circumstances, corporal punishment does not afford the more effectual example. In confirmation of this opinion, we cannot help thinking that the fact which will be found in the evidence of two officers, who have lately returned from the Auxiliary corps now in Spain, will have great weight. In that corps, commanded by an officer who has himself been one of the warm advocates for the abolition, corporal punishment has been carried to a great extent, not only when actually in the field, but when in garrison at Santander and Bilbao. We must, however, do justice to the commander of that corps, who, in his evidence, fairly stated the necessity of retaining the power of inflicting this punishment on service. It must, we think, be evident, that when an Army is actually in the field, these punishments of imprisonment and solitary confinement are unavailable; and the evidence of almost every witness, of every rank in the Service, whom we have examined, and who knows what actual service is, justifies us in so thinking.

Before we finally close our remarks upon the substitutes, now used in lieu of corporal punishment, it may be well to advert to an Order of the

Council of India, for the total abolition of corporal punishment in the native troops in the service of the East India Company, which is dated in February, 1835. We have had the opportunity of examining Lord William Bentinck, who was Governor-General at the time, and upon whose recommendation this order was issued, and the order itself, as well as his evidence, will be found in the Appendix. It will there be seen that his Lordship's main reason for thinking the use of corporal punishment might be safely abolished is, that to the native soldier a discharge from the service is, in itself, so severe a punishment as to make the application of corporal punishment unnecessary in his case, and that it may therefore be considered as an efficient substitute for that punishment. We cannot, however, help thinking that this reason is founded upon somewhat doubtful grounds; and there will be found, annexed to his Lordship's evidence, the Reports of the Committees appointed by him in each Presidency, to inquire into the expediency of altogether abolishing corporal punishment. There will also be found in the Appendix some general orders of the Presidency of Madras, containing several sentences of Courts-martial, on sepoys, for mutinous and insubordinate conduct, which have occurred since the Order in Council in question was issued; in one of them the expressions of the offender clearly show that the punishment of discharge from the service is not, in that Presidency at least, so much dreaded as has been supposed by the native soldier. At all events such a theory does not appear to us to be applicable either to your Majesty's Army or to the European troops in the service of the East India Company, in either of which the mere discharge can rarely operate as any punishment whatever.

There will also be found, in Lord William Bentinck's evidence, the mention of a minute laid by him before the Council of India, proposing the establishment of penal companies in each Presidency, to whose ranks that punishment should be limited, and that all hardened offenders in the Company's European regiments, and those of your Majesty in India, for whose correction all other punishments have proved insufficient, should be sent by sentence of a general Court-martial to those companies. That minute, which contains the whole detail of the proposed establishment, is also annexed to his evidence. His Lordship says that, however anxious he may be for the abolition of corporal punishment, he is of opinion that such a step would not be safe, unless some efficient substitute should previously have been discovered. This expedient of penal companies, or condemned corps, is also suggested by several others of the witnesses, and it is therefore desirable that we should consider it, more especially as, on the other hand, it is far from meeting with the approbation of many of the officers of the highest rank and greatest experience, among those whom we have had the opportunity of examining.

As a military corps, and for the purposes of military service, we doubt whether a corps, consisting of the most hardened and unmanageable description of men, collected from different regiments, can be useful or to be depended upon under any circumstances. Such a corps would require the most careful selection, both of commissioned and non-commissioned officers, to serve in it, and the real efficient part of the Army would thus be deprived of their services. It would be dangerous to leave those corps without the presence of some other troops to watch and restrain them if necessary; and, after all, these inconveniences would be encountered, and all the consequent expense incurred, for the purpose of retaining in the Service men who have been previously found not to be trustworthy, and to be incapable of being made useful soldiers. If the object be their reformation, we beg to refer to the evidence of the officers of the French Army, who state that the regiments of discipline, which were established in that Army for that object, have entirely failed in producing any such result, and in consequence that they are about to be broken up.

We have already said that the great excuse for the use of corporal punishment consists in the prompt example it affords, which is presented to the eyes of those who witness that punishment. What advantage can there be in retaining the use of it in corps in which its infliction can have little or no effect? There have been more than one experiment of this sort made already in our Army, and they have failed. The history of that corps which was established at Sierra Leone, some years ago, is a fatal one. If it be thought necessary to keep such men at all, we cannot help thinking that it should not be in any respect as soldiers, but in penal or convict gangs, such as those on board the hulks and in Australia, for the mere purposes of labour, at the public works, for such periods as may be thought fit. Such a plan might possibly be tried with advantage, as the means of disposing of such men as shall have been found utterly incorrigible, and are a burthen and disgrace to their regiments. Frequent reference is made, by the officers who have been examined, to the difficulty of getting rid of such men, and they have even suggested that it would be very desirable that commanding officers should have the power of discharging them, if it were not for fear of its leading to the committal of offences for the very purpose of being discharged. The punishments in every regiment are very much confined to this description of men, and we have no doubt that the power of getting rid of them, by removal to these gangs, would, under proper restrictions, greatly tend to diminish the frequency of corporal punishment. In case this suggestion should be acted upon, these men should receive no pay, and be in every respect upon the footing of convicts, and not be allowed to return to the Service.

After a careful examination into the result of the several substitutes for corporal punishment now in use, we regret to say that none of them, as at present enforced, appear to have answered, or to be likely to answer, the purpose of rendering that punishment entirely unnecessary, nor have any others been suggested to us which appear to promise to effect that purpose.

There is, however, one suggestion which has been made by those, who have a strong feeling against the use of corporal punishment, to which we must advert, namely, that the power of inflicting it should be confined to the Army upon actual service, and entirely taken away as respects the regiments quartered in these islands and the colonies. We cannot recommend the adoption of this suggestion. If this power be taken away at all, the rule must be universal, and applied to all circumstances, equally. The soldier must not be told, that that power cannot be permitted to exist, while he remains in a situation, where he is called upon for comparatively easy duty without risk, but that from the moment he is required, hourly and daily, to undergo the severest hardships and privations, and to risk his life in the Service, he is to be subject to that punishment, which has been declared to be degrading, and calculated to impair and to destroy those moral feelings, upon which the country has to depend, for the energy and exertions which are the foundations of its military glory, and the success of its arms. To place him in such a position, would be both inconsistent and unjust, and cannot be defended.

Hitherto, our remarks have been applied to the entire and immediate abolition of corporal punishment; we now proceed to consider it, with a view to its restriction within narrower limits than at present, both as respects its severity and frequency.

We assure your Majesty, that we have looked at every part of the important question, which has been submitted to our inquiry, with the most earnest hope, that its results might be, to satisfy our own minds, that it is possible, safely, to gratify the feeling which has called for that abolition.

In proportion, therefore, as the evidence we have received, has weakened that hope, our anxiety has increased, to discover the means, by which,

reserving the power, its infliction may, without endangering the discipline of the Army, be rendered still more rare than at present, and less obnoxious to those who are impressed with the feeling to which we have alluded.

One of the most common arguments for the total abolition of this punishment, has been, that so long as it is permitted, the officers of the Army will not be induced to use their best exertions to avoid its use. The whole tenor of the evidence is contrary to any such hypothesis. Officers of all ranks speak of it as an evil, rendered necessary by the description and prevailing habits of our soldiers, and more especially the vice of drunkenness, which is, we fear, far from being confined to the ranks of the Army, but pervades the population of the country to a great extent. It is over and over again repeated, that the propensity to that vice is, in fact, the occasion of almost all the faults that are committed by British soldiers, and that, if it could be subdued, punishment of any sort would rarely be necessary. So far from their being any wish to retain the power of this punishment unnecessarily, or its being resorted to where it can be avoided, there are instances, one of which more especially is mentioned by the Duke of Wellington, in which the wish to avoid corporal punishment led a commanding Officer into the adoption of a variety of minor punishments, by which the men were so harassed, that the most serious consequences were apprehended.

With regard to the offences, for which the soldier should be liable, to corporal punishment, we beg to suggest, whether they might not be more clearly defined than at present. Insubordination, for instance, has many shapes in which it appears, and it probably would not be impossible to describe more exactly which should be so punishable.

An important question which presents itself upon this head is, whether the most is made of the minor punishments, to obviate the necessity of recurring to corporal punishment.

We have, in a former part of this Report, stated the prevalence of an opinion among all ranks of officers and non-commissioned officers, that the powers of commanding officers are too limited, and we recommend a consideration of the regulations upon that point.

We have already stated, that the disposition to drunkenness, is the most fruitful source of crimes and breaches of discipline in our Army, and, unfortunately, it is difficult to impress, even upon the good soldier, that drunkenness off duty is, in itself, reprehensible. In order, however, to check this practice, the soldier is punishable under the Articles of War, by the sentence of a Court-martial, for habitual drunkenness, to constitute which offence certain particulars are required, and for drunkenness on duty, by forfeiture of his beer-money and a portion of his pay, to a certain amount, and for a limited period. The consequence is, that it too often happens that the habitual drunkard, in order to avoid these forfeitures, does not return, or is prevented, for a time, from returning to his barracks by those in whose society he is, although he is, for the absence without leave, equally subject to punishments of another description. During this absence, his comrades have to perform his duty. We are aware that any interference with the pay of a soldier should be well considered, but we think that the principle of no work, no pay, might safely be applied to such a case; and that without the sentence of a Court-martial, the pay of the soldier, or that part of it which would otherwise have been paid to himself, should be stopped by his commanding officer, as a matter of course, for every day upon which he has been absent, unless upon inquiry his absence is satisfactorily accounted for. As it is now arranged, he has, upon his return from this absence without leave, an arrear to receive, which only enables him to repeat the irregularity. Upon the principle here recommended, the regulation lately introduced into the Mutiny Act, that in all cases of confinement, and consequent avoidance of duty, the offender, if subsequently convicted of the offence, incurs forfeiture of pay

during the whole period of confinement, both before and after conviction, seems to have been founded.

Some of the officers, whose answers to the circular letter of the Adjutant-General will be found in the Appendix, speak of some alteration with regard to the barrack canteens as advisable, with a view to enable them to check the practice of drunkenness in their regiments. If there is any ground for an opinion of that kind, of which, however, we do not think we have before us sufficient means of judging, from the evidence we can only express a hope that no pecuniary saving or advantage to Government, from the establishment of these canteens, may stand in the way of proper regulations respecting them; or their being entirely done away with, if necessary.

With regard to the question of confining the infliction of corporal punishment to a degraded class, or, according to the suggestion of Sir John Woodford, to be awarded only under the sentence of a prevoial court, we do not think the prospect of a reduction in the number of these punishments would be at all affected by such arrangements. Great distinctions are already made between the good and the bad, in every regiment, and it seems to be the opinion of many of the most experienced officers in the Army, that a more decided classification cannot be carried into execution with any good effect.

We are now arrived at the last point, to which our attention has been directed, namely, whether the effect of increased rewards and advantages to the soldier might not be such as to bring into the ranks a better description of persons, and by so doing, render the retention of the power of corporal punishment unnecessary. It is possible that a great increase of pay and advantages to the military might have this effect, but that increase must go to an extent which we cannot contemplate, and which would make the expense of the Army so burthensome, as would not be borne by this country.

If the Army were not recruited as it is now, and a rigorous conscription was submitted to, forcing all classes of the inhabitants of this country into the ranks of the Army, it might, as we before observed, render corporal punishment unnecessary; but a conscription to answer such an object must be far more rigorous in its operation than that of France, and be more analogous to that of Prussia. In France, we are informed, that the discipline of the Army suffers greatly from the number of *remplaçans*, and that the proportion of that class, in the richer provinces, considerably exceeds that of the same class in the poorer. In this country, which is so much richer, therefore, unless personal service was strictly enforced, the conscript of the better classes would beyond doubt find a substitute at any cost; and when we speak of better classes, we do not allude only to what are frequently called the higher classes. We find, from the evidence of the French officers, that the sum usually paid for a substitute in time of peace, is 1,200 francs, or nearly 50*l.* for the infantry, and from 1,500 to 1,800 francs in the special arms of the service; and that in time of war, under the Empire, the common price was from 12,000 to 20,000 francs.

Both the suppositions, above referred to, appear to be wholly out of the question, and we must deal with it, as matters are, not as they might be, and inquire what improvements can, with any probability of their adoption, be suggested.

It is objected to our mode of recruiting, that those who are employed upon that service are not so strict as they ought to be, as to the previous character of the persons whom they enlist, and that this leads to the admission of men into the Army, whose character and dispositions render the maintenance of discipline so difficult as to require the continuance of severe punishments.

Upon this point, we have, in the evidence of Colonel Mackinnon, of the Coldstream Guards, the instructions under which that regiment is recruited,

and it will be seen that an inquiry into character is directed by those instructions. Inquiry is, in fact, generally made as to the character of recruits in time of peace, and we are inclined to believe that men, who can be fairly said to be of confirmed bad character, if known, are not taken. But still there can be no doubt that men of habits very difficult to reform are permitted to enlist. For instance, a young man of good appearance presents himself for enlistment. He has been wild and idle, has got into scrapes, has perhaps been the plague of his neighbours, and an annoyance to his family. His character is inquired into, and, without any actual impeachment of his honesty, the character he would probably receive from those, of whom the inquiry is made, would be unfavourable. Any one, however, who knows anything of soldiers, will be apt to think that the very spirit which, uncontrolled, has led him into these excesses, may, when he has been forced, by discipline, to submit to restraint, be of great value in the profession into which he is about to enter. What is generally called a good character, which we take to mean a character for morality and good behaviour, such as would be required for a servant or an office of trust, does not appear to be absolutely necessary, however desirable it may be in a recruit. But in time of war, or when any number of recruits are wanted upon an emergency, great nicety as to character is evidently impracticable, and therefore no very great alteration in the description of men, who fill the ranks can be expected to follow from greater strictness in this respect.

There will be found, in the evidence, suggestions with regard to increased attention and encouragement to regimental schools for the men, and to the providing libraries and a reading-room in every barrack, to enable them usefully to occupy their idle hours, which in this country, and more especially in the warm climates of some of our foreign stations, hang heavily upon them. It appears from the regulations, which are published in the Appendix, that the East India Company have created establishments of this sort, at the principal European stations of their Army, and we cannot help recommending this subject for consideration.

We think too, that every facility should be given in barrack-yards, for the enjoyment of manly games by the soldiers, such as fives courts, and rackets, and by providing additional spaces of ground, where necessary, for cricket and foot-ball, and that those games should be encouraged as much as possible by the officers. The public exercise of these and similar amusements might also give additional attraction to the Service.

The Rev. Harry Stuart and Surgeon Henry Parkin speak in very strong terms of the unsatisfactory manner in which the religious instruction of the soldiers is attended to. The first of these witnesses is a clergyman of the Church of Scotland, who has served for some time as Chaplain to the garrison at Aberdeen, and the last is surgeon to the division of Marines at Woolwich. Mr. Stuart seems to have been actuated by the warmest zeal in the performance of his duties, and he has received the most satisfactory testimonials from several commanding officers of the favourable results of his exertions. There can be no doubt that, in the time of sickness and of suffering, favourable impressions with regard to religious and moral duties are most easily made, and we regret to say that the arrangements, now in force upon this head, seem to be utterly inadequate to ensure the attendance of a respectable clergyman.

The evidence of almost all the witnesses we have examined tends to encourage a hope, that the establishment of an order of merit, with a medal or some distinction of dress, bestowed in front of the assembled regiment, would have a considerable effect upon the discipline of the Army, and that the taking from the soldier that distinction with the same ceremony, under the sentence of a Court-martial, would operate as a heavy punishment. Without entering into any details upon this subject, we cannot help earnestly recommending its adoption, with sufficient securities

against its being bestowed too indiscriminately, or too frequently, and with different decorations for gallant conduct in the field, and upon other occasions, from that which is given for mere good behaviour.

The regulations of the French Legion of Honour will be found in the Appendix.

The real and substantial reward to which every soldier looks, with the utmost anxiety, is a pension after his service. That pension, however, should not be too easily attained, and, as a powerful assistant in enforcing discipline, good conduct should be made necessary to establish the claim, and bad conduct should render it liable to forfeiture, even up to the last moment of service. In the grant of a pension for disability also, the greatest care should be taken that it is not converted into a provision for men who, by their own vices and irregularities, have brought that disability upon themselves. These appear to us to be the main principles upon which a system of pensions ought to be founded, and if the system be a good one, no consideration of economy should stand in the way of making that pension such a one, in amount, as would be a real object to the soldier to attain, and the loss of it a real misfortune. Having stated these principles, we can only recommend a careful revision of the regulations and practice upon this important subject: and in calling the attention of the authorities to it, we cannot avoid stating that it does appear difficult to account for the fact, stated in Lord Hill's and Sir Henry Hardinge's evidence, of the existing difference between the pension of the soldier and of the marine.

We come now to alterations of the most vital nature, which have been, in part at least, alluded to by other witnesses, but more fully stated by Mr. Hume, in his evidence, "as the means of inducing the educated sons of individuals in comfortable situations of life to enter the Army, provided corporal punishment was also abolished." The first of these alterations is, "that a portion of either one-third, one-half, or two-thirds of the first commissions, as may be determined upon, should be granted to men who have gone through with credit the gradations of private, corporal, and non-commissioned officer." With reference to this point, we have examined most of the officers of experience, whom we have had before us, and we have also had the opportunity of examining two gentlemen, who have themselves served in the ranks, and obtained commissions. Mr. Blood, one of those gentlemen, now a Lieutenant upon retired full-pay, obtained his commission in the Peninsula, as a reward for gallant conduct, and the other, Mr. Winterbottom, the commissions of Lieutenant and of Paymaster, for excellent conduct in every respect, and he is still in active service.

From the evidence, more especially, of the Duke of Wellington and Lord Hill, we collect, that the giving commissions to deserving non-commissioned officers, is by no means unfrequent, and that, in some instances, those officers have risen to considerable rank in the Army. The usual commissions bestowed in this way, in time of peace, are those of Adjutant and Quartermaster, which latter commission is now always so given, although it appears from the return given in by Lord Hill in his evidence, that these promotions are not confined to those situations. The Duke of Wellington states, that, in the Peninsula, he was in the habit of frequently appointing non-commissioned officers to the vacant commissions. Neither of those distinguished military men, nor, indeed, any of the officers of experience, give a very favourable account of the success, generally speaking, of these appointments, or encourage the gift of commissions in settled proportions, or as an admitted claim, to non-commissioned officers, and a very general feeling seems to prevail that such a regulation would entirely alter, and deteriorate the class of officers, without any corresponding advantage.

One of the essential requisites, hitherto, in the Army has been, that its

officers should be of a station and education to fit them for any society in which they may be placed, and in our military Code what is called ungentlemanly conduct is an offence of the very highest nature in an officer; it is, therefore, most imperative, that the line should be very strictly drawn between the officer and the soldier. That sort of intercourse between them, which appears to be not unfrequent in the French Army, and which takes place in consequence of that result of the conscription we have already alluded to as forcing persons of all grades of society into the Service, cannot be permitted in a Service constituted as ours. All officers, too, in our Service, are upon an equal footing in point of society, and it is highly important for the maintenance of a proper feeling, and of what is called "*esprit de corps*," that they should all meet daily together at the mess-table. They there become acquainted with each other's habits and tempers, and many a useful lesson of restraint, in regard to both of these, is learnt in that social intercourse. To the young officer this system is invaluable; and we cannot but fear that the frequent admission into it of persons who are of an age to have contracted habits, from their former modes of life and the society in which they have lived, would be very likely to destroy that system altogether. On the contrary, in the French Army, the officers go to different places for their meals, and the intercourse of society between them is very limited in comparison. Nor is the gift of a commission to a good non-commissioned officer always such a real advantage to the individual himself as may be supposed. Mr. Blood, for instance, tells us, that he should have found great difficulty in equipping himself in his new situation, but for the pecuniary assistance derived from his brother officers, as well as in living with the other officers, if he had not been in the field, when he obtained his commission, where that source of expense was, in a great measure, saved to him. Mr. Winterbottom also speaks of the same difficulties, and of his uneasiness, at first, in the new society in which he was placed. It must also be remembered, that a man who has served in the ranks, and as non-commissioned officer, with credit, can rarely be in the same period of life with the young officers with whom he is to mix, and he is too often a married man. That these same objections operate in some degree in the French Army is clear, for we have the evidence of Colonel de Lostefide, that it is by the conscription bringing persons of better rank and condition into the Army that they are enabled to give so many commissions to the non-commissioned officers.

The other suggestion made by Mr. Hume is, that a large proportion of the officers of Customs and Excise, of Police, and messengers in public departments, should be taken from the ranks of the Army, and he refers to Prussia as an example of the good effects of such a system. There can be no doubt that if here, as in Prussia, the Army were the high road to all offices, such an effect as he supposes might be produced; but we are far from believing that the feeling of this country is military enough to admit of its being made so.

We cannot conclude our remarks upon the evidence, as applied to the suggested means of obviating the necessity of retaining the power of corporal punishment, without noticing an argument that has been much pressed, and appears upon the first statement to have great force. It may be thus stated,—there are some regiments in the Service in which, by the prudence and skill of the commanding officer, and by his unremitting attention and kindness to the soldier, the use of corporal punishment has been entirely avoided, and some of those officers speak confidently of being able to manage their regiment by what may be called moral discipline, rather than by punishments. We have no doubt that rare instances have occurred of that sort, but it is too much to assume that, in fact, this moral discipline would have been so effectual, if there had not been a knowledge on the part of the men that, if driven to it, corporal punishment was within the reach of their officers.

We find, in the evidence of Lieutenant-Colonel Duncan Macgregor, a proof of the fallacy of taking particular instances of corporal punishment having been for some time avoided in regiments, as proof, of the power to inflict it not being essentially necessary. Colonel Macgregor, a distinguished officer, has commanded for many years the 93rd Regiment, or the Sutherland Highlanders, which has generally been recruited in that part of Scotland; by which means the men were known to each other, and the regiment, so long as that mode of recruiting was adhered to, had all the character and feelings of a clan. Colonel Macgregor tells us, not only that he endeavoured to do without corporal punishment, but that, as far as the great mass of a Highland regiment is concerned, he thinks it a great evil. The regiment, in the course of service, went to the West Indies, and having lost a considerable number of men, he found it necessary to recruit in the great towns of Scotland. He further tells us, that, in the West Indies, several corporal punishments were inflicted in the regiment by sentence of Courts-martial, that these punishments were by no means exclusively among the men so recruited from the towns, and that he attributes the change in the dispositions of the men, which made these punishments necessary, to the effect of the climate, and the long stay of the regiment in the West Indies, for which opinion he gives his reason at some length.

We have here an instance, in which the commanding officer, if he had been asked some years ago, would have readily answered that he could, in his regiment, dispense with corporal punishment, and now who says that he again looks forward to being enabled to manage that regiment without it; and yet, in the interval, in consequence of the climate to which they were sent in the course of service, and the necessity of recruiting it in a manner more analogous to that of the rest of the Army, occasioned by the loss of men, corporal punishment did become necessary in spite of the decided feeling of the commanding officer against its use.

There now only remains for us to submit to your Majesty the conclusions which, in our judgment, are the results of the whole evidence:—

1. That the opinion of almost every witness, whom we have examined, is, that the substitution of other punishments for corporal punishment in your Majesty's Army, upon actual service and in the field, is impracticable, and, if practicable, would be insufficient for the maintenance of proper discipline.
2. That the abolition of the power of awarding corporal punishment, by sentence of Court-martial in the British Islands and the Colonies, and during peace—and the retention of the power of inflicting that punishment when the Army is on service and in the field, appears to us, for the reasons we have stated, manifestly unjust.
3. That it does not appear to us that the punishments which have been resorted to as substitutes have hitherto had such an effect as to render it safe to abolish altogether that power in Great Britain or the Colonies, nor have any other punishments been suggested to us that appear to promise a more favourable result.
4. That, it appears to us that, even supposing that some effectual substitute might be devised, or that those now in use might be made more effectual, so as to render corporal punishment ultimately unnecessary, it would be unsafe to proceed at once to abolish it entirely, and that, even in that case, its abolition should be gradual.
5. That in order to give full effect to the punishments now in use as substitutes for corporal punishment, considerable alterations must be made in the means of rendering solitary confinement in the several barracks more effective, and that a certain number of prisons exclusively for military offenders should be provided as soon as possible.
6. That, although we have been unwillingly convinced of the necessity of still retaining the power of corporal punishment, and in proportion to

our conviction of that necessity, we earnestly recommend that no pains may be spared to endeavour to make its infliction less frequent.

7. That with the view of diminishing the frequency of this punishment, the offences to which it is limited, and the occasions upon which it should be resorted to, should be more clearly defined.

8. That, with the same view, more discretion should be vested in commanding officers as to the power of making use of minor punishments, and in determining on the offences which shall, under their orders, be tried by a regimental court-martial.

9. That it appears to us that the extent of the sentences in the power of the several descriptions of courts-martial to award, may, without danger, be more limited than at present.

10. That encouragement should be given in the way of honorary reward and distinction, both to the gallant and to the well-conducted soldier.

11. That no consideration of expense, within reasonable bounds, should be allowed to stand in the way of attending to the comforts of the soldier while in the Service, and of a sufficient pension for the good and deserving man, after that service has been performed.

We cannot close our Report, without assuring your Majesty, that we find ample evidence of the earnest desire and the most strenuous efforts upon the part not only of the superior officers, but of officers of all ranks, so to conduct the discipline of the Army, as to render corporal punishment as rare as possible; and more especially, we observe that the commanding officers are fully aware of your Majesty's gracious wishes in that respect, and we are satisfied that they will persevere in giving the fullest effect, by the strictest attention to the moral discipline of their regiments, to those wishes.

How far the result of the inquiry in which we have, by your Majesty's command, been so long engaged, will tend to remove or mitigate the feeling which now prevails against the use of corporal punishment in the Army, we know not; but we can assure your Majesty that we have endeavoured to sift the questions submitted to our inquiry, fully and fairly, and without prejudice, and that we have formed our opinions upon the result of the best evidence that could have been obtained upon the question.

Finally, we feel it to be our duty to your Majesty to state our conviction, that if it were possible to introduce such a system of discipline as that of France into your Majesty's Army,—a system which in its effects we believe to be far from being as successful as that of Great Britain,—it could only be by the establishment of such a rigorous conscription of all ranks as we believe would not be endured, and by a change in the whole tone of this country, as to the military service, such as we have no expectation of seeing effected.

We humbly submit this, our unanimous Report, to your Majesty's royal consideration.

WHARNCLIFFE. (L.S.)

JAMES KEMPT. (L.S.)

SANDON. (L.S.)

EDWARD HYDE EAST. (L.S.)

R. CUTLAR FERGUSSON. (L.S.)

E. BARNES, Lieut.-Gen. (L.S.)

THOS. REYNELL. (L.S.)

India Board, March 15, 1836.

List of Officers and others who gave evidence before the Commissioners :

Major-Gen. Sir J. Macdonald, K.C.B.,
Adjutant-General.
Lieut.-Gen. Sir Willoughby Gordon, Bart.
G.C.B. Quarter-Master-General.

Major Charles St John Fancourt, M.P.
Colonel Sir Octavius Carey.
Lt.-Gen. Lord Edward Somerset, G.C.B.
General Sir Henry Fane, G.C.B.

Major-General Sir Thomas Pearson.
 Lieut.-Colonel de Lacy Evans, M.P.
 Lieut.-Colonel John Townsend.
 Major Aubrey William Beauchamp, M.P.
 Joseph Hume, Esq., M.P.
 Lieut.-Colonel James Frederick Love.
 A Serjeant of the 1st Foot Guards.
 Private A. B. of the 1st Foot Guards.
 A Corporal of the 1st Foot Guards.
 Private B. C. of the 1st Foot Guards.
 A Serjeant of the Scotch Fusilier Guards.
 A Corporal of the Scotch Fusilier Guards.
 Private C. D. of the Scotch Fusilier Guards.
 Lieut.-Colonel Hon. Charles Grey.
 Major-General Archibald Campbell.
 Lieut.-Colonel Duncan Macgregor.
 Lieut.-Colonel Henry Booth.
 Colonel George Burrell.
 Colonel James Ferguson.
 A Serjeant of the Coldstream Guards.
 A Corporal of the Coldstream Guards.
 Private D. E. of the Coldstream Guards.
 Colonel Sir Leonard Greenwell.
 Mr. Thomas Agar.
 A Serjeant-Major of the 28th Foot.
 A Serjeant of the 17th Foot.
 A Corporal of the 21st Foot.
 A Private of the 50th Foot.
 A Recruit of the 44th Foot.
 A Recruit of the 63d Foot.
 Major-General Sir Joseph M'Lean, of the
 Royal Artillery.
 Colonel Stephen Galway Adye.
 Major William Daniel Jones, of the
 Royal Artillery.
 Major Arthur Du Bourdieu, of the Pro-
 visional Battalion.
 Lieut.-Colonel Charles Middleton.
 Colonel Lord Frederick Fitzclarence.

Lieut.-Colonel Charles George James
 Arbuthnot.
 A Serjeant-Major of the Royal Artillery.
 A Serjeant of the Royal Horse Artillery.
 A Corporal of the Royal Artillery.
 A Private of the Royal Artillery.
 Colonel Sir John Woodford.
 Colonel Daniel Mackinnon.
 Colonel William Augustus Keate.
 Colonel Thomas William Brotherton.
 Rev. Harry Stuart.
 Lieut.-Colonel James Alexander Lord
 Loughborough.
 Lieut.-Colonel George Leigh Goldie.
 G. J. M. Esq.
 Lieut.-Col. Thomas P. Thompson, M.P.
 M. le Baron de Lostend, Colonel d'Etat
 Major in the French Service.
 M. Louis Francois Brea, Officier Supé-
 rieur d'Etat Major, à Paris.
 M. le Baron Aimable Bertrand, Chef de
 Bataillon in the French Army.
 M. le Capitaine Jean Baptiste Chapuis.
 Lieutenant Thomas Blood.
 Paymaster John Winterbottom.
 Colonel Robert McCleverty, R. Marines.
 Lieut. and Adjutant Edward Bathurst,
 Royal Marines.
 A Serjeant-Major of the Royal Marines.
 Surgeon Henry Paking, Woolwich Divi-
 sion of Marines.
 General the Right Hon. Lord William
 Bentinck, G.C.B.
 Major-General the Right Hon. Sir Henry
 Hardinge, K.C.B.
 General Lord Hill, Commanding-in-
 Chief.
 Field-Marshal the Duke of Wellington.
 Captain Lothian Dickson.

MEMOIRS OF GENERAL AND FLAG-OFFICERS RECENTLY DECEASED.

THE LATE HON. SIR THOS. PAKENHAM, G.C.B., ADMIRAL OF THE RED,

First went to sea in 1770, in the Southampton frigate, with Capt. Macbride, and in 1774 proceeded to the Coast of Guinea with Lord Cornwallis. On his return he was appointed acting Lieutenant of the Sphinx, Capt. Hunt, and sailed for North America. Early in 1776, General Lord Howe had evacuated Boston, and Lord Cornwallis had arrived. It was of the utmost importance that he should be apprised of the circumstance immediately, and Mr. Pakenham was intrusted with the dispatches of General Clinton, and sent in the armed sloop General Gage to Halifax, which port he reached, having narrowly escaped capture by an American squadron. Admiral Shuldham was so well satisfied with the skill and ability with which this service was performed, that he made him a Lieutenant in the Greyhound frigate, in which he was actively employed and severely wounded.

On the return of the Greyhound to England, Lord Mulgrave took Mr. Pakenham as Second Lieutenant of the *Courageux*, from which he was removed to the *Europe*, Admiral Arbuthnot's flag-ship, and proceeded with him to North America. He was soon after made a Commander, appointed to the *Victor*, and dispatched to the West Indies with the intelli-

gence that Count d'Estaing had arrived on the American coast with a large fleet. On his arrival at Jamaica, Capt. Pakenham was transferred to the *Ruby*, Sir Peter Parker's flag-ship, and was soon after appointed to the command of the *Bristol*. He then sailed with Commodore Cornwallis, and fought in those defensive actions which covered him with immortal honour. In these engagements Capt. Pakenham distinguished himself by his coolness and judgment, for which Sir P. Parker promoted him to the rank of Post Captain in the *San Carlos*, a ship taken from the Spaniards. His career was for a time suspended: the wounds he received in the *Greyhound* broke out afresh, baffled all medical skill, and forced him to return to England.

As soon as he recovered he was appointed to the command of the *Crescent*, of 28 guns, in which he accompanied Admiral Digby to Gibraltar, and thence to Minorca, for the relief of the garrison. He returned in company with the *Flora*, Capt. Williams, and they fell in with two Dutch frigates of 36 guns each, which they brought to action. For two hours did Capt. Pakenham contend against the superior force, but having lost his mainmast the ship became unmanageable, and he was forced to strike. Capt. Williams, having reduced his opponent, bore up to the assistance of the *Crescent*, and prevented the enemy from taking possession of her. Capt. Pakenham came home in the *Flora*, leaving 103 either killed or wounded out of 198. The Court-martial came to the unanimous opinion, "That the Hon. Capt. Pakenham throughout the action behaved with the coolest and ablest judgment, and with the firmest and most determined resolution; that he did not strike till he was totally unable to make the smallest defence; and the Court do therefore honourably acquit him. They cannot dismiss him without expressing their admiration of his conduct, wherein he manifested the skill of an able and judicious seaman, and the intrepidity of a gallant officer."

Capt. Pakenham was appointed to the *Minerva* in the Channel fleet, under Lord Howe, and continued in her till the conclusion of the war. When the French revolution renewed hostilities, Lord Chatham gave Capt. Pakenham the command of the *Invincible*, 74, and in the complete defeat given to the enemy on the 1st of June, he bore a distinguished part. He was particularly mentioned by Lord Howe, and received a medal. Lord Chatham offered him his choice of the captured ships, and he chose the *Juste*, the one he had himself taken. In 1795 he was made Colonel of Marines, and served under Admirals Waldegrave, Cornwallis, and Allan Gardner. In 1799 he was advanced to the rank of Rear-Admiral; in 1801 to that of Vice-Admiral; in 1810 to that of Admiral; and in 1820 was created a Grand Cross of the Bath.

FOREIGN MISCELLANY.

FRANCE.

THE PERCUSSION PRINCIPLE.

M. Charoy has invented a sort of lance fusée or pike for the use of the Artillery, which takes fire on the percussion principle, may be extinguished when the order to cease fire is given, and again lighted by striking the capsule with the foot. The same individual has likewise invented combustible arrows for the use of shipping; so soon as the head strikes a resisting body, the arrow takes fire in several places, and burns until wholly consumed; it is furnished with hooks in order that it may adhere to ships' sails. And a third of M. Charoy's inventions, to which some attach considerable importance, is a bomb-shell which explodes without any fusée, so that it leaves no train of light behind it at night. The manner in which the inventor constructs his shell, forces it to fall invariably upon its eye; the shock occasions the capsule to detonate, by

which means the charge is set fire to, and explodes at the moment of the shell's reaching its destination, but not before. The effect is the same whether the shell falls on a plane, or unequal, or inclined surface, and equally so if it strikes upon water.

REGIMENTAL EDUCATION.

According to the regulations promulgated by the War Department, in December last, every Infantry or Cavalry regiment will have two schools: one conducted upon the reciprocal-instruction principle, to be called the first-class school, and to be for the use of Privates and Corporals; and the other, conducted on the simultaneous principle, to be called the second-class school, and to be for the benefit of Serjeants and Subalterns. With regard to the Infantry, every battalion on service is to have a school of each description, provided that the whole of the companies are assembled at the same post. As to the Cavalry, the schools are never to be divided into fractions; so that no squadron on separate service will have any school attached to it. The parties to whom the management of a first-class school is intrusted are, a first or second Lieutenant as director, a non-commissioned officer as monitor-general, one non-commissioned officer and five Corporals, or privates, as ordinary monitors, and a suitable number of supernumerary monitors. The second-class schools are to be conducted by the director and monitor-general of the first-class school, and a certain number of pupils of the second-class, who are to be called monitors, and assist in instructing their brother-pupils. The instruction to be given in the first-class schools is to comprise reading, writing, and arithmetic. The studies are to be limited to two hours at a time,—viz., one hour for reading, fifteen minutes for arithmetic on the slate, and as many for oral examination and tuition, and half an hour for writing. The instruction given in the second-class schools is to embrace French grammar, arithmetic, keeping accounts, &c. (*comptabilité*), for companies or squadrons, geography, the military history of France, the elements of geometry and non-permanent fortification, and taking plans. The studies are to be similarly limited to two hours at a time,—viz., half an hour in answering questions bearing upon the preceding day's instruction, the same time in explanations connected with the routine of study for the day, and an hour in writing exercises and correcting them. The names of those who have been most successful at their studies are to be inserted once a quarter on the regimental order of the day; and are also to be put up on some conspicuous spot in the school, and to remain there during the subsequent three months. The inflicting of common punishments is left with the director and monitor-general, but is to rest with the director alone in the second-class schools. The Colonel only can expel, and all expulsions are to be followed by the imposition of some military chastisement.

THE WAR-BUDGET.

The following is an outline of the budget for the war-department for the present year:—

Expenses of the War Office	£71,000
General Staff	573,040
Gendarmerie	715,160
Recruiting Department	18,200
Military judicial expenses	10,240
Pay on active service, and non-active pay, and maintenance of the troops	5,421,920
Military billotting	196,880
Remounts	102,200
Baggage train	9,960
Forage	747,040
Expenses of Carriage	39,440
War depôt and expenses of the new map of France	15,240

Ordnance and other equipments for the Artillery	308,000
Do. do. do. Engineers	463,080
Military schools	77,760
Current expenses	211,120
Invalids	121,520
Expenses of the war department in Africa	75,960
Incidentals and Secret service monies	31,240

£9,208,000

This sum is applicable to the maintenance of the under-mentioned troops, viz.—

	Men.	Horses.
FRENCH TROOPS. —General Staff	5,796	214
Gendarmerie	16,352	11,132
Infantry	200,499	129
Cavalry	41,995	33,289
Artillery	22,764	9,957
Engineers	6,047	320
Military equipage	1,823	1,053
Veterans	7,986	—
Service of the War Department	624	19
FOREIGN TROOPS. —Infantry	6,191	59
Cavalry	1,040	840
	311,122	57,012

It appears from these details that the Infantry form two-thirds; the Cavalry one-seventh; the Artillery one-seventh; the Engineers one-fiftieth; and the Gendarmerie one-nineteenth, part of the whole force. The average expense to the State of each individual officer and private is about 29*l.* 12*s.*

DENMARK.

THE ARMY.

THE whole expense of the land forces is about 397,800*l.* per annum, of which the ordinary and fixed disbursements amount to 296,700*l.* independently of gratuities, cost of victualling, building expenses, &c. Of this last item about 15,000*l.* are expended upon the Life-Guards,—namely, 6020*l.* upon the Horse-Guards, of whom there are 150; and 7700*l.* on the Foot, of whom there is one regiment about 560 strong; the corps of Artillery costs 21,650*l.*; each regiment of Cavalry 8015*l.*; and each regiment of Infantry 9150*l.*

THE NAVY.

On the 1st of January, 1836, the fleet consisted of 7 sail of the line,—viz., 5 of 84 guns each (one of which is on the stocks), 1 of 66, and 1 of 58, the last of which has been reported as unserviceable; 8 frigates, of which 5 of 46 guns each, including 1 now building, and 3 of 40 guns; 5 sloops, of which 1 of 26 and 4 of 20 guns each; 5 brigs, including 1 of 18, 1 of 16, and 3 of 12 guns; and 6 schooners and cutters. The squadron of row-boats consists of 56 gun-boats, 9 swivel-boats, and 4 bomb-ketches.

PRUSSIA.

MILITARY CODE.

DR. FRICCIUS (the author of the "Systematic Code of the Prussian Laws for Military Punishments," which was published last year) has recently compiled and published a "Collection of the Military Laws of Prussia," in large 4to., price 3 dollars.

Colonel Von Decker has just published "the Muster of Troops at Kallisch in the Summer of 1835; from the most authentic materials, collected on the spot, and digested in a Military and Historical point of view; with 2 plans of battles, 5 other plans, and an Appendix of Music. 124 pp. large 8vo. and 24 pp. Appendix."

RUSSIA.

• BALTIĆ DEFENCES.

THE coast opposite Sweden is probably better protected by strong ports than any other part of Russia; there are four of them on this side, Riga, Fort Dünamünde, Revel, and Cronstadt. Riga is a regular fortification with bastions, demi-lunes, and covered way; the ditches are broad and filled with water; the approaches are defended by detached lunettes of earth, which lie at a distance of about 450 yards from the glacis. The place is masked by a number of suburbs which stretch to the very foot of the glacis. The citadel is a regular hexagon, extremely well laid out, and has demi-lunes and covered way; both the escarp and counterscarp are masked.

Fort Dünamünde lies at the mouth of the Dwina next its left bank, it is built on an island formed by the confluence of the Aa with that stream, is hexagonal in shape, and furnished with a masked escarp and counterscarp, demi-lunes, and covered way.

The line of the Dwina, which is covered by Riga and Dünamünde, and may be strengthened with readiness at other points, affords a defensive position, commanding the road from Königsberg and Warsaw to St. Petersburg.

Revel, the principal town in Esthonia, lies in a bight of the Gulf of Finland, and has a spacious and sheltered roadstead, in which part of the Russian fleet is generally stationed. There is an arsenal for the navy and dock-yard at this spot, but no vessels larger than brigs and gun-boats are built in it. The fortifications consist of ramparts and bastions, not constructed on any regular plan, and but partially masked, little is left of the covered way, and houses surround it in every quarter.

Farther eastwards stands Narva on the left bank of the river of the same name, it covers the high road from Riga to the Russian capital. The elevation of this fortress is irregular; it is protected by bastions, demi-lunes, and a covered way; and both the escarp and counterscarp are masked. Narva is a *tête-de-pont*, covering the line of defence from Lake Peipus to the Baltic. There is a small town, called Yamburg, on the left bank of the Luga; it is about ninety miles S.W. of St. Petersburg, and thirty from the Gulf of Finland. Its defences consist of a small citadel, wholly constructed of earth, which covers the road from Revel to St. Petersburg.

Kronstadt, or Cronstadt, is situated at the eastern end of the island which bears its name, and at the remotest point of the Gulf of Finland; it commands the approach to the Russian metropolis, as well as the canal through which the ships of war gain the Baltic. The place is protected on its western side by a weak circumvallation of earth, and surrounded by a palisade and wet ditch. These defences could not stand against artillery. The northern side is sheltered by entrenchments of earth, which might easily be rendered more efficient; and the southern and eastern faces are covered by a dam, on which stands a breast-work. The canal is covered by three forts, built in masonry, and a number of cross-batteries; the outwardmost of the latter are ill-constructed, and might be levelled with little difficulty by a few broadsides, but the next innermost battery, Kronslot, is of much greater strength.

Petersburg itself is an open town; it contains a citadel, used for the safe custody of state criminals, but incapable of offering any resistance.

To the north-west of the capital lie Sweaborg, Helsingfors, and Frederichsham, all of them strong places, and of importance as defensible stations. They are among the latest acquisitions of Russia on the Finnish side.

GENERAL CORRESPONDENCE.

TO THE EDITOR OF THE UNITED SERVICE JOURNAL.

The Court-Martial in the 77th.

MR. EDITOR,—I feel I should be doing myself injustice, were I not to repel the unjustifiable remark made on me, as the prosecutor at the late General Court-martial on Captain Clerk, in the observations on it in your Journal for the last and this month, as they are not warranted or founded on facts or evidence elicited at that Court, the whole minutes of which are now in my possession, and at your disposal, for the inspection of mutual friends, to judge of the unjustness, or otherwise, of those ~~sex~~ comments on me. I also now transmit to you documents which, I am sure, will incontrovertibly disprove your assertions, and remove from your mind any unfavourable impressions that you may have formed of me.

It is enough that I should have been unfortunately forced to bear a prominent part in that Court-martial; but it is unjust to be accused, as you have in your Journal without the slightest grounds, of having preferred, or "got up," charges against another brother officer. I beg now to repeat to you, what I have already twice done, before the late Court-martial, that I have never appeared at a Court-martial otherwise than as a member of it, or a spectator; nor have I ever been instrumental in preferring charges against any officer whatever.

I now, Sir, appeal to your honour, feeling convinced that you must have acted on incorrect information in giving publicity to such remarks on me, to do me justice; and when you have fully satisfied yourself, by the documents which I send you, of your erroneous conclusions of my character and conduct, that you will, as an honourable man, acknowledge the same; but particularly that any "abject consequences" have resulted to me from a correspondence with the "High-minded Field Officer," unless the withdrawal of an offensive letter, *after* the cause for having written it had been disavowed, can be construed into such a thing; and on this subject I venture to assert that you have been equally misinformed.

In conclusion, I think I may safely add, and those to whom I now allude will see this letter, should you think proper to give it a place in your Journal, that the whole of the officers of my regiment, and many of them have known me upwards of ten years, do not consider that your remarks and observations on me are merited.

I have the honour to be, your obedient servant,

March, 1836.

J. R. RAINES, Capt. 77th Regt.

. In giving insertion to the above communication from Captain Raines, we have strained a point to vindicate our impartiality. Having addressed himself, in the first instance, and somewhat unscrupulously, to other sources of publicity, Captain Raines had so far forfeited the privilege of reply which we freely accord to those who fairly claim it. Under the peculiar circumstances of the present case, we are, however, induced to waive any objection arising from the above or other causes; and, in consideration of the writer's predicament, and the *presumption* of partiality on our side, we have even tolerated a latitude of expression which we should not otherwise have admitted. We have allowed Captain Raines to plead his own cause in his own terms, and leave him to the full benefit of his own advocacy.

No appeal to our "justice," from whatever quarter, is disregarded. Captain Raines has satisfied us that, notwithstanding the general impression to the contrary, he did not originate the former Court-martial, alluded to by us, which, it seems, was instituted by the Commanding-Officer of his regiment—and that he behaved on *that* occasion as Officers usually do. With regard to the term "coadjutor," used by us in reference to

Assist.-Surgeon Munro, it would appear that a difference latterly existed between Captain Raines and that individual on subjects connected with the trial, which removes the inference of co-operation in the proceedings, although Mr. Munro was proved to have been a prime agent in creating them.

* Captain Raines has misapplied our allusion to a certain "correspondence" since the trial. That correspondence was noticed *solely* with reference to the part which Captain Clerke was compelled, in his own defence, to take in it. Any other application of our remark is foreign to our meaning and the point at issue.—Ed.

Major-Gen. Shortall on some Passages in a recent publication.

MR. EDITOR.—You will much oblige me by inserting the following in your very useful and respectable Journal.

A publication entitled "My Life," by the author of Wild Sports of the West, &c., having lately attracted considerable attention, has, within these few days, been placed in my hands by a friend, not being a reader of such works myself. The tale is for the most part a fiction, and the characters consequently fictitious; yet I have found my humble name (between pages 166 and 181 of the first volume) openly and frequently made use of. In these pages remarks of a most calumnious nature—reflecting upon the characters of the distinguished individuals then in the highest command—are attributed to me. Were such censures deserved, I know my duty too well, I trust, to be capable of making such comments as the following:—"Blake, it is too bad that fellows are intrusted with commands who are as incompetent to perform their duties as yonder drummer-boy." The author is pleased also, p. 181, 1st vol., to leave me dead on the field of action, as a just atonement, I presume, for my temerity in having spoken in such disrespectful terms of my superiors.

But the truth is, Sir, here I am, a living man, able and most willing to bear testimony to the high, uncompromising and undaunted spirit of the Officers who then commanded. Circumstances over which they had no control caused things to wear an unfavourable aspect for the moment; but the talent, ability, and zeal displayed by these eminent officers, soon replaced them in the gratifying position of successful commanders. They need not my feeble evidence in support of their distinguished merit; and treating this work as a fiction, generally, I should hardly have deemed it necessary to comment upon the passages above alluded to, did I not consider it a moral duty to relieve the memories of men "once so dear to me" from the effects of even a visionary detraction.

I am, Sir, your very humble Servant,

JAMES SHORTALL, Major-General,

Magazine Fort, Phoenix Park,

Late Royal Irish Artillery.

Dublin, Feb. 26, 1836.

The Attack on Pigeon Island.

MR. EDITOR.—The melancholy disasters of the Star packet, with the November mail for Halifax, have retarded to this late period the receipt of your Number for that month. The near approach of the time which will terminate our duties on this station induces me to postpone till my return to England all further answer to the last communication of Commander Burton and the appended letter of Captain Brenton, respecting the command of the party who mounted the first mortar in the attack of Pigeon Island. The opposing testimony is singular: but for the present the matter must rest *in statu quo*, as I prefer seeking the interview which Captain Brenton, in the spirit of fraternity, has proffered, before I finally address myself to you in further support of my own allegation.

I am, Sir, yours, &c.

H.M.S. President, Jan. 21, 1836.

JAMES SCOTT.

Form of Ships' Hulls.

MR. EDITOR.—I feel greatly obliged to Mr. Allardyce for the information I have derived from his interesting letter; and if I could conscientiously change my opinion relative to the form of a ship's hull, I would do it with the greatest pleasure.

The experiments, as given in this gentleman's letter, I consider really valuable, and do very great credit to the talents and patience of their author. In my humble opinion, they appear to apply chiefly to the form of vessels which are designed to be impelled by oars or paddles; but I have been contending for the form of vessels to be driven by the wind acting on sails. Now it is a well-known law in mechanics, that there is no power without resistance, and therefore this resistance is a truly essential quality to be possessed by every sailing vessel. This resistance, as far as I am able to understand the subject, is given to sailing-vessels in two ways, and two ways only, namely, breadth of beam, and lowness of the centre of gravity; and the increment of both these are at their limit, I cannot help thinking, in the semi-cylindrical form. My opinions have been derived almost entirely from my own experiments, but which have been conducted, I must confess, upon a small scale.

Being, I hope, ever open to conviction, I certainly shall avail myself of the kind hints of my worthy opponent Mr. Allardyce, and will consult the pages of Commander Pearse's pamphlet, as recommended by him.

Mr. Editor, I beg your pardon for having occasioned you so much trouble, and believe me to remain,

Yours, very greatly obliged,

Hartlip, March 14, 1836.

W. BLAND.

Promotion by Purchase.—In reply to Major Mitchell.

MR. EDITOR.—It will perhaps appear strange, that Britannicus should again have the courage to address you, or indeed that he still exists, after the seemingly mortal thrusts, which have been aimed at him by Major Mitchell, whose infallibility he had presumed to question, but, although his requiem has been sung with so much self-satisfied complacency, he still ventures, at the risk of being twice slain, to distrust the paramount authority of Major Mitchell's dictum, which, however conclusive it may appear to that gallant individual himself, may, possibly, not have the same weight with every one else.

Major Mitchell considers that, under the present system, sufficient pains are not taken to ascertain the merits of those, who are recommended for promotion, and gives us to understand, that the fault is with those, from whom the recommendation proceeds, "considering how they obtained their rank." Are we to suppose, that a recommendation, founded on the existing regulations, would be of more value, if it proceeded from one who had not risen by purchase? If it be only that the amount of acquirement, necessary to obtain recommendation, is at present too small, it would matter little, one would think, from whom the recommendation proceeded. But, allowing that higher standard of merit is desirable, is there anything whatever in the principle of purchase, which would prevent the adoption of the highest possible test of qualification?

In the instances of failure adduced by Major Mitchell, we are told that the means were sufficient, and the troops brave, therefore we are to infer that the cause of failure lay in the system of purchase. This deduction is so clear and logical, that to attempt a refutation would be useless. But no sooner is the point thus, in appearance, satisfactorily settled, and the blame firmly fixed upon purchase, than the whole reasoning is again suddenly blown up, for we find it stated immediately afterwards, that "the blame was not entirely with the officers, or with the military administration,"

so that it looks as if he wished to set up arguments like nine-pins, for the mere pleasure of knocking them down again. It was to illustrate the character of such reasoning, that the parallel absurdity was imagined, of ascribing the reverses of the French to their system of promotion, and Major Mitchell need not have wasted his time and ingenuity in an endeavour to disprove that which, he might have seen, was intended to refute itself.

Without directly ascribing our general success to the influence of purchase, as assumed by Major Mitchell, so favourable a result may surely be put forward in extenuation, at least, of the defects of the system; neither can that order of things be altogether so monstrous as has been represented, which has not prevented the British Army from attaining the foremost rank among the Armies of Europe. The "shades of Nelson, Howe, Duncan, and Faulkner," would probably not feel much scandalized by the juxtaposition of such names as Wellington, Hill, Picton, and Abercromby, whose talents and energy were not crushed by the incubus of which Major Mitchell so bitterly complains.

The cases of Colonel Boyle, who may have been neglected, and of others who may have been prematurely promoted, were the result of patronage, and not of the system of purchase. If the one had possessed more influential friends, and the others less, the purchase-money would have been of comparatively little consequence, except in so far as it would have prevented a junior of the same regiment from passing over their heads, but it would not, except in regimental rotation, have secured to any of them the command of the regiment. These, or similar cases, might, and probably would have occurred, had the power of purchasing not existed at all, as happens every day under the system which promoted Nelson and Howe.

It is only necessary again to refer to the comparative state of promotion in those corps, in which the rule of seniority alone obtains, in order to show that purchase does not impede the general advancement,—and one practical illustration is worth pages of dogmatical assertion. The promotion in those corps would have been still more tardy, as before stated, had not many of the old officers been permitted to sell, whilst others were transferred to the line, also through the agency of purchase.

Major Mitchell says that he did not use the word "custom," when speaking of a junior officer of one corps, being promoted, by purchase, over the heads of all the purchasing officers of another, and therefore accuses Britannicus of misquoting him. The word "custom" was not given as that actually made use of by Major Mitchell, but as the implied meaning of the paragraph quoted, which, if it have not that meaning, means nothing at all. It is because the custom is directly the reverse, and for that reason only, that purchase does, in so far, check patronage; and during an experience of more than twenty years, Britannicus is not aware of a single deviation, neither does he believe that, during that period at least, any such has taken place; for an occurrence of the kind would be so contrary both to the principles and practice of promotion in the Army, that it could not fail of becoming immediately a subject of notoriety and discussion.

It is difficult to imagine, that the superior popularity of the Navy, thirty years ago, can be seriously urged as an argument against purchase in the Army. At that period, the Navy had borne the brunt of the war, and had done its duty nobly. Afterwards the principal weight fell upon the Army, which was allowed by the country to have also well performed its part; consequently, ten years later, at the close of the war, the officers of the Army, "with their purchased commissions," as well as without, may be said to have attained at least an equal degree of popularity with their naval brethren.

No one is more ready than Britannicus, to acknowledge the merits, in every point of view, of Engineer and Artillery officers; but he cannot see how their good qualities can be, in any way, ascribed to their system of promotion. The strict and undeviating rule of seniority is as little calcu-

lated to bring forward superior talent, as any method that could be devised. The real cause of the high estimation in which these officers are held proceeds, most probably, from the superior qualifications, which they must have proved themselves to possess, before they were admitted into their respective corps. It would undoubtedly be advantageous to the Army, were all candidates for commissions to be similarly tested, and if the same rule were followed up previous to every step of promotion, to the entire exclusion of the influence of patronage. Would purchase interfere, in the slightest degree, with the efficient operation of such an arrangement?

Has Major Mitchell never known an instance of incapacity, and want of judgment, except in those who have attained rank by purchase? and are the "knaves, fools, and cowards," mentioned in his motto, supposed to exist exclusively in that class? If that be not the case, and if these characteristics be in reality so common in the Army, as his remarks would imply, we must look elsewhere for the cause than in the "adoration of gold," on which he lays so much stress, as forming the basis of our system. So mean and sordid a foundation is, moreover, hardly compatible with the talent and high-mindedness, which, he allows, are, nevertheless, occasionally to be met with in the Army.

Major Mitchell will not allow that the general habits and tone of social intercourse are better in the British than in foreign Armies. Will any military man, who is acquainted with the subject by personal comparison, say, that he would prefer living in a regimental society constituted on the French principle, to that which he now enjoys in his own service? Britannicus is willing to abide by the same test of comparative excellence, with regard to every other Army in Europe, and he is still of opinion, that our own Service is superior in these points, owing in a great measure, and for reasons before stated, to the influence of purchase.

Let purchase be held responsible for the sins which may be proved against it, but it need not also be saddled with evil results which spring from other sources. It can answer no good purpose to lead those, who are without the means of purchase, to suppose, that therefore their merit and claims are overlooked, their promotion retarded, and their rights withheld. When such things have occurred as may have happened to those with, as well as to those without money, they have proceeded from other causes than purchase.

When Major Mitchell next volunteers a lesson in logic and discrimination, it might be as well if he were to apply little more of both to his own compositions, in place of indulging so largely in facetious disquisition. A sneer is no argument, nor is assertion proof, even when coming from him. It may be, as he says, that "the mass of men hardly ever think," and are, therefore, bound to view objects through his spectacles. It would also seem, by the tone of superiority which he assumes, that any speculation sanctioned by the authority of his name, particularly if it relate to promotion, tactics, or military science at large, is at once, and without further inquiry, to be taken for granted, as undeniable and beyond dispute. Let those who choose it, pin their faith upon the authority of so great a name; among the number is not

Your obedient servant,

BRITANNICUS.

London, 10th March, 1836.

• • • *Kyan's Patent for the cure of Dry-Rot.*

MR. EDITOR,—The immense importance of this subject, especially to the officers and men of the British Navy (where I have passed some of the happiest days of my life), has induced me again to trespass on your valuable periodical. I perceive that one of the parties concerned in Mr. Kyan's patent has stepped forward to impugn my statements as to the danger of the process. I consider that I am justified in designating the

"Practical Man" as "one of the parties," from the circumstance of his bringing forward documents that another would not have access to, as well as from the evident soreness that he feels at my questions. The tone he has thought proper to assume has induced me to make a few inquiries as to the correctness of my statements, and I believe I shall be enabled to hear them out pretty fully, and perhaps throw a little light on the affair generally.

The "Practical Man" does me too much honour by mistaking my humble production for that of Mr. Murray; I am almost wholly unknown to that gentleman, and was not aware of his ever having directed his own or the public attention to the subject. I must, however, tender my unaffected acknowledgments to your talented Correspondent "C. Q.," who has in so answerable a manner confirmed those fears the "Practical Man" sneers at, by stating such powerful facts. Will he allow me to correct a slight error in his letter? The corrosive sublimate is not a muriate, but an oxy-muriate, or per-chloride of mercury, about twenty times the strength of the muriate. I certainly am happy to say that I never witnessed so distressing a case as the death of a human being by means of this torturing poison; but as the fourth part of a grain is the strongest dose we dare administer medicinally, I think I am correct in stating that a grain would be sufficient to kill any man living.

The "Practical Man" sneers at my supposed ignorance of the nature of the dry-rot, and at my doubts of the efficiency, as well as the safety, of the process. Mr. Kyan says that the cause of dry-rot is the fermentation, and subsequent putrescence of the albumen, or sap, in the timber. Were this the only cause, the timbers in the roof of a house would be as liable to dry-rot as those in cellars. Now we find this is not the case, but that a confined, damp atmosphere is necessary to generate the dry-rot, or, to speak more correctly, to cause the *fungus boletus lachrymans* to vegetate. The sap is not, therefore, the *causa efficiens* of dry-rot. Again, when dry-rot has once commenced, it will seize on old sound timber as soon as on sappy wood; nay more, will make its way (where such a substance as albumen never existed) even in the mortar of a wall, and will penetrate the softer bricks. It is plain, therefore, that albumen is not the only matter on which the original *virus* exercises itself.

"Am I not right, considering these anomalies, to doubt the correctness of Mr. Kyan's theory of the nature of the dry-rot? Again, Mr. Kyan's theory of the prevention by his process is this,—that the sublimate unites with the albumen, a mutual decomposition takes place, the albumen becomes another substance, and cannot ferment and putrefy. I have shown that the first part of his theory is not conclusive; but admitting it to be true, for the sake of argument, I would again ask our "Practical Man," first, how sublimate will preserve the topsails and cables of ships, and where he would find his albumen in tarred canvass or old junk? If the theory respecting timber be correct, how can it also be true with regard to such dissimilar materials as rope and canvass? I would ask, secondly, how a piece of timber can be preserved, when it appears from your Portsmouth Correspondent's statement, in your January Number, that, after all, the sublimate does not penetrate above half an inch into the wood; nine-tenths of the albumen, therefore, never would be touched, but would be inclosed in the heart of the timber. In fact it would be much the same as if a thick coat of paint had been laid on; and, as it is admitted on all hands, that a piece of green wood, if painted, will actually rot sooner than if left unpainted, it follows that this vaunted process will very probably, instead of preserving, actually hasten the rot in the wood. But I suppose if Mr. Kyan chose to say that it would "cure agues and teach the use of the globe," I must not dare to be so ignorant as to doubt it.

Our friend denies the accuracy of my calculation as to the quantity of sublimate a load of timber will take up. But I have inquired at one of

his own poison pits, and was told by one of his own people, (an intelligent man enough, and one who had the sense to hold his tongue when asked about the poison,) that a load of timber would take up from a pound to a pound and a half of sublimate; so that it appears I was within bounds in my statement.

As to the danger, our practical friend does not tell us whether the decomposed sublimate retains its poisonous quality or not. But I will tell him, that I saw a piece of the timber that had been out of the pit some days, and that it was covered with pure white undecomposed sublimate; and even if every particle in the timber was harmless, there was enough outside on every square foot to kill anybody.

But to come to our Practical Man's facts:—the first are these, that Dr. Birkbeck has lectured on the subject, (it is funny enough ~~that~~ the Doctor should have chosen such a subject, unless specially retained to do so.) and that Dr. B., from Kyan's own data, declared it not to be dangerous; especially stating that no volatilization could take place. In answer to the Doctor's opinion, I would respectfully submit the recorded fact mentioned by C. Q.,—that crude mercury, a much less notable substance, has volatilized aboard a ship, and produced serious consequences. The fact about the bilge-water is very lame—we all know that sublimate is colourless, tasteless, and inodorous. Then we have a troop of witnesses all rejoicing in the name of Enderby—C. H. Enderby, G. Enderby, Charles Enderby.—I dare say that they are respectable names, but as their trade depends on the public opinion of the patent, their evidence would not be conclusive to the greater part of the world; at any rate their testimony is but negative. Then comes the case of another Enderby, not a poisoning of canvass, but a poisoned ship; it has gone to the South Seas, and is supposed to leak well, (I hope here be truths,) but we have no detail. I should like to see other evidence than the “Mungo here, Mungo there, and the Mungo everywhere,” of the endless tribe of Enderbys; not that I dispute their veracity, but a disinterested witness always conveys the most conviction to the mind.

I have inquired a little about the proprietors, who it seems have long been famed for abortive speculations, and it appears to me that they are a little doubtful of this; for they wish to sell the patent. They ask for a quarter of a million of money, as a sort of joint-stock fund; and mean to take the greater part of this most modest sum themselves, as the purchase-money of the patent right. What does this bode? If the process is effectual, they have in their hands large fortunes, without risk or outlay; why then wish to part with it? If this affair was a scheme that could not do mischief, I should not interfere, having no desire to “hurt a man that's rising in his trade.” But when a poison like sublimate is to be used in such a manner, that the lives of thousands are at stake, I should be wanting in my duty as a medical man, if I did not call your attention to it, the more so as—from the warm and able manner with which you have ever advocated the cause and comfort of the blue jackets—I am sure you will not rest till you have sifted the matter to the bottom. And surely no soreness need be displayed on the subject, as the bare notice of the matter in your Magazine (if the matter will bear inquiry) would be, in fact, the best and most honourable advertisement the patentees could obtain.

St. Bartholomew's.

I am yours, &c.,

CHEMICUS.

Surveying-Service—Royal Navy.

MR. EDITOR,—The purport of my present writing is to direct attention to the injury which the present Lords of the Admiralty have inflicted upon some of the most zealous and intelligent officers in his Majesty's Navy. It is, I believe, almost generally known that the Board of Ordnance have for some years been employed in preparing a map of Great Britain and

Ireland from actual survey, several portions of which have already been published, and admitted to be, without any exception, the most beautiful and scientific specimens of topographical development extant. The object of this survey was more immediately the interior, as the experience of the Ordnance officers did not enable them to embrace, with the same accuracy, the marine coast-line, soundings, &c.; and, in consequence, it was resolved, some years back, that a few of the most able Naval-surveyors should be employed in obtaining this important feature, and there are now engaged upon this service, two Commanders, ten Lieutenants, and a limited number of young officers, who have been thus employed for about six years, during which time a great portion of our shores has been completed, by which we have at length a prospect of seeing an accurate outline of the Irish coast and the immediate dangers: for, inconsistent as it may appear, although we have surveyed Asia, Africa, and America, we have never before taken measures to obtain the coast-feature of our own Islands.

The magnificent charts which have been sent into the Hydrographical Office by these officers, during this period, can be seen at the Admiralty, but, unfortunately, no where else, for a mistaken parsimony has frustrated their general utility, as the scale upon which they have been published has been so much reduced (from, I believe, three inches to a mile to half an inch) that they are almost useless to the mariner*.

The officers employed on this service reside ashore, leading a kind of locomotive life, seldom being for many months together in the same place, but the saving to the country by this mode of service is very considerable, as the whole expense of keeping a ship in commission, as formerly, is rendered unnecessary,—the parties consist of a principal, surveyor, and one or two assistants, with power to engage such local aid as circumstances may require. The cost of this, including the hire of vessels, horses, men, and the numerous contingencies that must attend such a pursuit, seldom exceeds 200*l.* per annum for each party. In addition to this, the principals and their assistants have a certain allowance for lodgings, travelling, &c., independent of their pay. These allowances have been reduced to the very lowest shilling, and nothing but a conviction that any further reduction would compel the officers holding the appointments to decline the service has left them what they now have.

In these sweeping retrenchments the comfort or respectability of the officers was not taken into the calculation; neither was it considered that these officers were debarred from all the comforts of a home, even so much as the ship to which they had been accustomed; that their lives are passed like gipsies in wandering from place to place, sometimes where even a house is found with difficulty, and frequently when the humblest fare is all that can be obtained. Again, it was overlooked that, as the out-door operations are necessarily dependent upon fine weather, the summer months are passed at watering-places, where lodgings and provisions are most expensive. These considerations were little heeded, as those who were made to suffer were compelled to submit, for any officer would rather have employment with bread than bread without it. At first they held the appointment upon half-pay, but this did not last long, and I think it was in 1831 that it was resolved they should be borne on the books of the nearest guard-ship, by which arrangement they were placed upon a more respectable footing,—wore uniform, obtained sea-time, and a trifle more in addition to their pay, besides the stimulus of probable promotion for their services.

From that period until last November no change was made in this

* In some instances the local corporations have availed themselves of the opportunity to exhibit the approaches to their ports upon the more serviceable scale of two inches to the mile, while the corporation of Liverpool, has, I believe, published Captain Denham's superb chart upon the original scale.

arrangement, when it was all at once discovered that these officers being on full-pay was contrary to some order in Council which, had the statute of limitations extended to these orders, might freely have pleaded time as an excuse for not being disturbed; but no—last November the restless advocates for change issued an Order from the Board, stating that the names of those officers employed upon this most important service should be struck off the ship's books, in which they had hitherto been borne, and that they shall in future be placed upon half-pay. The pecuniary operation of this measure is this,—the two Commanders lose 6*s.* per diem, the ten Lieutenants lose 1*s.* 6*d.*, while the young officers (about five) lose all their pay, for Midshipmen have no half-pay. The actual saving to the country is therefore something less than 600*l.* per annum,—which is in itself so pitiful as hardly to be desired at the expense of the great inconvenience which so trifling a deduction from a small income must produce; but, with more liberality than that which dictated so miserable a reduction, this has not been murmured at.

The only subject of complaint is the injury done to these officers by thus, for no one cause but an antiquated Order in Council, degrading them (if I may so employ the term) from full to half-pay. Now no reasonable cause can be assigned why this act of injustice should have been done them. Their conduct has given the most perfect satisfaction, while their expenditure has been moderate in the extreme. Their works are too well known to need comment—they stand unrivalled even in the Hydrographical Office. And yet it is the authors of these national works who are, instead of being rewarded for their unwearied exertions, reduced from the respectable position which they held in the eyes of their brother-officers to one of comparative obscurity. But this is not all—the prospect of promotion, distant and obscure though it be, which, *ignis fatuus*-like, has led them on, stimulating them to fresh efforts to obtain their country's praise, that is now taken from them; for a ready plea would meet them, that they were employed on a civil service, and could not therefore expect a military reward; but to the young officers, and even some of the Lieutenants, this is still more fatal to their prospects, for, not having served their full sea-time, the gates of advancement are totally closed. They are no longer considered in his Majesty's Service, and have no more prospect of promotion than the assistant to a common land-surveyor, although these young officers have, in most cases, been selected from surveying-vessels, for their superior abilities in that particular branch of the profession.

But I feel, Sir, that I need no longer trespass upon your time to interest you in their cause; if they are actively and advantageously serving their country, claim for them at least the same position in the Service as their brother-officers; their duties are arduous and even dangerous, and call for a degree of scientific knowledge possessed by few, while their labours are admitted to be of the most vital importance to the country,—under these circumstances to reinstate them in their rank, and give to them at least the same chances of promotion as those employed upon services demanding no particular abilities, is surely only an act of justice, and one which would doubtless come under his Majesty's especial consideration, if he was fairly made acquainted with the facts.

Another circumstance connected with the Surveying-service I had intended to have introduced to your notice—I mean the hardly-credible report, that the present Board had actually issued an order for the surveying-vessels to be paid off during the winter, and re-commissioned in the summer, and this for economy. Fortunately, however, I am spared the necessity of exposing this contemptible cheese-paring parsimony by the spirited and sensible representation of an officer commanding one of these vessels, who proved to the dis-satisfaction of the Board that, so far

from being a saving, it would actually be a great additional expense, independent of the injury to the Service, and injustice to all on board.

Your obedient servant,

London, Feb., 1836.

AN OLD CONTRIBUTOR.

Numerical Standard for the Composition of Regiments of Infantry.

MR. EDITOR,—As you have done me the honour to insert the article I lately transmitted to you, relative to a new organization of regiments, I proceed with the utmost conciseness to complete my plan, by applying it to larger bodies of troops.

Suppose 5 Regiments constitute a Brigade under a Major-General.

2 Brigades a Division, under a Lieut.-General.

5 Divisions a Grand-Division, under a General.

2 Grand-Divisions an Army, under a Field-Marshal.

M.G. L.G.

Then $1333 \times 10 = 13,330$, $13,330 + 2 + 1 = 13,333$, a Division of an Army.

G. F.M.

$13,333 \times 10 = 133,330$, $133,330 + 2 + 1 = 133,333$ —an Army.

Suppose further that the British Army amounts to 133,333 men.

The Indian Army to double the number . . . 266,666

Then the Grand Total will be . . . 399,999

To which add his Majesty, as Generalissimo, or Commander-in-Chief . . . 1

400,000

I remain, Mr. Editor, your most obedient humble Servant,

EDW. FYERS, Capt. R.E., retired.

Old Ness Castle, near Inverness, March 19, 1836.

Naval Savings' Banks.

MR. EDITOR,—In noticing this subject, as brought forward by the late Mr. Walker, in some Numbers of his 'Original,' it was remarked by the 'Times,' some weeks since, that the merit of having first suggested these rested with Lieut. R. Standish Haly, R.N., who had done so in a pamphlet published by him in 1822. Believing, as I do, that there can scarcely be two opinions in respect of them, and that their evident utility will lead ere long to their being adopted under the highest sanction, in addition to the acknowledgment of the error into which he had inadvertently fallen, which the Editor of the 'Times' has already most candidly and kindly made; allow me to hope that you will permit your pages to be the further medium of doing justice to the actual originator of those desirable institutions.

The gentleman to whom I now refer is the Rev. John Morgan, J.L.B., Chaplain R.N., and at present curate of Maple Durham, near Reading, and who, not only in this respect but also in others, has the strongest possible claim on the gratitude of that portion of the United Service whose welfare it is thereby intended to promote. In common with so many others, this gentleman had often witnessed with the utmost pain the scenes of vice and misery consequent on the improvident habits of our seamen, and the great temptations to which they were exposed by having large sums of money in their possession. What led him more particularly to think of Savings' Banks as an essential part of any measures that might be adopted as remedial of these evils was a circumstance that occurred on board the *Tonnant*, then the flag-ship off Baltimore. While the boats of this ship were under orders to attack the batteries there, a sailor came

into Mr. Morgan's cabin, and requested him to take charge of a sum of money, observing that "the chance was he might never return." He was ignorant of the amount, but, on counting it over before him, Mr. M. found it to consist of bank-notes to the extent of thirty pounds. "But," observed the latter, "suppose that you do not come back, what in that case is to be done with this money?" As a curious proof of the influence of circumstances and of associates in modifying character, the answer is worth recording, for, though a native of Germany, with all the thoughtless unreflecting generosity of a British sailor, acting solely on the impulse of the moment, the man replied, "Keep it yourself, Sir." My friend, of course, declined profiting by his well-meant kindness, and ascertaining from him the name of his relations and their address in Germany, these he wrote on the notes, which he laid aside in his desk, mentioning, at the same time, the circumstance to the Captain. The man returned unhurt; but probably feeling it a relief to his mind to be freed from the anxiety attending the having the money in his own possession, he never, I believe, so much as alluded to the subject, until reminded of the deposit by Mr. Morgan, who handed him over the amount on his getting his discharge at Halifax.

By the circumstance now stated my friend was forcibly impressed with the advantage of affording seamen every facility for depositing their money in some place of safety, whereby, instead of being squandered in some drunken frolic, or becoming the prize of the worthless wretches always on the watch to profit by their weakness, it was likely to be preserved either for the benefit of themselves or their friends. Under the influence of this impression he drew up a plan for the establishment of Naval Savings' Banks, which he forwarded to Mr. Croker, the then Secretary, for the consideration and approval of the Lords Commissioners of the Admiralty.

From an abstract of my friend's services as Chaplain in the Navy, in discharging the important duties of which sacred office he was actively engaged for a period of twenty years, I am enabled to give Mr. Croker's answer, to the following purport:—

Admiralty Office, June 21, 1818.

SIR,—I have received and read your paper, and am happy to say that its general views appear to me highly worthy of attention; and if you will favour me with your communications, I will endeavour to forward the object by every means in my power. It is one which had already occurred to me, but not in the way you propose, and I still incline to think that we must look at the subject in a larger view, and expect to find more difficulties in it than you appear to me to do. However, when you let me see your plan more in detail, I shall be able to explain myself more fully to you. I have little doubt that we shall be obliged to have an Act of Parliament for carrying the object into effect, though it will be, if possible, better to avoid it.

I am, Sir, your obedient servant,

Rev. John Morgan.

J. W. CROKER.

Encouraged by the favourable reception which his proposal had thus met with from Mr. Croker, and animated by the prospect of seeing his benevolent wishes carried speedily into effect, Mr. Morgan proceeded to the further consideration and improvement of his plan, employing an actuary at his own expense to revise his calculations, and verify the results. The plan so amended and matured he again transmitted to Mr. Croker. That no measures were taken towards carrying it into effect originated, most probably, in the attention of the Secretary being otherwise directed while he remained in office. That this could proceed from no imperfection of the plan itself, must be evident to all who may examine its provisions. These will, indeed, be found embracing everything that can be held essential for extending the benefits to be anticipated from such institutions, not only to the King's but to the merchant service. Mr. Morgan's merit is, in this respect, the greater, that to obviate the necessary delay attending the application to Parliament for a special Act, he took every care so to frame

his plan as to keep within the provisions of the general Act for the establishment and regulation of banks for savings.

But, whatever may be thought of the comparative merits of his plan and those which others have proposed, no one surely can contest with Mr. Morgan the merit of having been the first not only to suggest, but to take active steps towards the formation of Naval Savings' Banks. This will at once appear on referring to the date of Mr. Croker's letter, *four years prior* to that of Lieut. Haly's pamphlet.

But, Sir, as I hinted at the commencement of this letter, the ~~case in~~ question is not the only proof of the active benevolence of my friend's disposition, nor are his anxious and judicious efforts for the establishment of these Banks the only way in which he has proved himself a friend and benefactor to the members of the Service to which, in his official capacity, he has been so long and zealously attached. Whatever may be done in the hope of bettering the condition of our seamen by the establishment of Banks for the deposit of their savings, it is evident that these, on any plan whatever, must be a waste of time, trouble, and expense, unless you prepare the way by bringing the sailor to understand their nature, and to appreciate the advantages to be expected from them. If any good is to be looked for from this source, provident habits, if they do not precede, must be at least connate, and must keep pace with, provident institutions. To reap the full advantage from the latter, you must strike the evil at the very root, — you must obviate the recklessness and proneness to vice in the only way in which it can be done — by removing the ignorance which is the cause of both; you must give them the power and habit of reflection, you must raise in them the tone of thinking and of feeling. But, Sir, this, the best of all foundations for what may otherwise be attempted for improving the conduct and ameliorating the condition of this useful class, it has been the merit and the rare felicity of my friend to lay, by introducing into the Navy education on the Madras or national system of instruction. This he proposed and, himself, accomplished when Chaplain of the Tonnant in 1813. That the success accompanying them has, in this respect, been more commensurate with the benevolence of his motives and the strenuousness of his exertions, than in the former instance, is vouched for by the following out of numerous testimonials of the beneficial effects that have resulted from this step. In a letter from the late Capt. Skene, expressive of his sense of the value of Mr. Morgan's official services, occurs this forcible expression: "It can never be forgotten that you were the first to introduce the national system of education into his Majesty's fleet." So deeply, indeed, was Capt. Skene impressed with the beneficial nature of its influence, as proved by its effects upon the crew of the Tonnant, that, when transferred to the Asia, he requested Mr. M. to superintend its establishment in the latter ship.

A similar opinion has been formed, and a similar testimony given, by every Commander who had seen it tried, as is fully detailed in the fourth Report of the National Society for the education of the Poor, and also in the Christian Remembrancer for 1819. The letter which follows will show the importance attached by the Admiralty to this useful measure. It is from the pen of the late Admiral Sir Edward Thornbrough:—

Prince, in Portsmouth Harbour, 27thth of August, 1815.

SIR,—Having transmitted to the Lords Commissioners of the Admiralty your letter relative to the introduction of schools on the Madras system, with some modifications, on board his Majesty's ships, their Lordships have been pleased to direct me to express to you their approbation of the zeal which you have manifested on this subject, and the satisfaction which they will feel in introducing this system of education more generally into his Majesty's naval service, and that they will be happy to receive from you any further suggestions which you may have to offer for carrying the plan into execution.

I am, Sir, your most obedient humble servant,

Rev. John Morgan.

EDWARD THORNBROUGH, Admiral.

Allow me to add to these testimonials a letter from Mr. Dyer, Chief Clerk of the Admiralty, whose official situation must have rendered him so competent a judge upon this subject :—

Admiralty Office, March 2, 1816.

SIR,—Having seen a letter from you to the Chaplain-General, dated the 30th of June last, stating the success which had attended your exertions in introducing the Madras system of education for the boys and younger part of the crew of the Tonnant, I am induced, by the commendable zeal with which you have pursued this object, and the success attending your labours, to request that you will do me the favour to let me know the outline of your plan, and your opinion as to the best and most economical mode of instruction proper to be adopted in ships of the line and large frigates.

From the manner in which you have taken up this interesting subject, I feel that an apology is scarcely necessary for the trouble now given you; but as your knowledge and experience are, I am confident, more extensive than are usually met with on board of ships of war, I venture to solicit all the information you can afford me on a measure which, if carried into effect, will be of incalculable advantage to the morals of the Navy.

I have the honour to be, Sir,

Your obedient humble servant,

JOHN DYER.

The time is evidently not far distant when the co-operating influence of sound education and of provident institutions, along with other means, shall be strikingly apparent in the marked improvement of the minds and morals of the general character and condition of the seaman. When the anticipated benefits shall be fully realized, and when their inquiries shall be gratefully directed towards the authors and promoters of the change, I feel persuaded, on the grounds I have stated above, that among the friends and benefactors of the British sailor, the name of Mr. Morgan must be found to occupy a most conspicuous place.

I have the honour to be, &c.

C. M—E.

CORRESPONDENCE FROM THE PRINCIPAL PORTS AND STATIONS.

Portsmouth, March 21, 1836.

MR. EDITOR,—About the latter end of last month a large teak-built ship, rated for 74 guns, called the *Liverpool*, was brought here in charge of Captain Cogan, of the East India Company's service, navigated by a heap of Lascars and about thirty Europeans, she being a present from his Highness the Imaun of Muscat, to His Majesty King William IV., and arranged to be received by Captain Sir Henry Hart, R.N., in February, 1835, when he was sent to His Highness in the *Imogene*, being at the time Flag Captain in India with Admiral Sir John Gore. She had a number of Arabian horses; a mare, which foaled on the voyage, some buffaloes, &c., and about 500 tons of timber, the frame of another ship. She came under a red flag, which was saluted with all due honours, and on the 6th March, having been navigated into the harbour by the assistance of some officers and men from the *Britannia* and *Excellent*, the *Liverpool* was transferred to the Dock-yard authorities, and her name changed—the Lascars taking up their abode on shore, (they refused to inhabit one of the men-of-war hulks, on the supposition that it was a prison!)—where every attention has been paid to them, and they have been accommodated in the old Custom House at Portsmouth, rations and warm clothing furnished regularly, and the surgeon of the *Britannia* giving them medical aid until arrangements are made for their return to India, which will shortly be the case. The first detachment, about 100, will be sent home the end of this week. One or two have died from cold and disease: they were buried in the parish burial-ground, and the funeral service performed by the chaplain of the *Britannia*; but some of their countrymen went

through a second ceremony—removed the corpse from the coffin, and at intervals chaunted over it in a wild cadence, greatly to the surprise of a number of persons who had collected to witness so novel an occurrence. Three or four have died in Haslar Hospital. The *Liverpool*—her name in the British Navy is to be changed to that of “*Imaun*”—is in some respects like the *Melville*, having a square stern: her tonnage is about 1900; but the weather has been so unfavorable, that the timber and stores have not yet been landed, so that her dimensions have not been ascertained. She was inspected last week by the Surveyor of the Navy: perhaps it will be discovered that some of her fastenings are iron, and some copper. However, if she should not prove fit to be considered as a man-of-war, she will make a valuable troop ship. The intention of the gift was good, and has been the means of cementing a friendship between His Highness and the British Government.

The *Serpent*, one of Captain Symonds’ brigs, returned from the West Indies about five weeks ago, but like, most of his vessels, was packed off to the Eastward to be paid off. She had neither treasure nor news. Sir George Cockburn was at Bermuda when she quitted that Island: in consequence of the disturbances at Para and the neighbouring coast and the great risk which the British merchants were experiencing from the outrages going on, Sir George had dispatched the *Rainbow*, *Snake*, and two other men-of-war, to the assistance of H. M. ship *Racehorse*, and it was hoped this additional force would operate favourably. The slave-trade is greatly on the increase in the West Indies, North and South America, and the Coast; and His Majesty’s cruisers are kept constantly at sea in quest of slave-vessels. While the *Champion* was at the Havannah, waiting the condemnation of a schooner which she had captured, no less than ten vessels came in that had discharged their cargoes on different parts of the Island of Cuba, and the traders did not disguise the fact that twenty others were expected—hence the necessity of a larger force of small men-of-war to be sent out. The *Satellite*, on her voyage to England from Rio, had captured one vessel; but the cruisers on the Cape of Good Hope station have been particularly successful. The *Buzzard* has taken four, and the *Charybdis* and *Britomart* each one, within a few months; and under the new Treaty between Spain and Great Britain, the *Curlew* has detained three vessels with the *filings* for the traffic, and could have captured three others if she had had hands to put in charge of them; but by the last accounts from the Coast, there was every probability of the *Pylades* taking them. One would imagine that the squadrons on the three stations, amounting—large and small—to about fifty sail, would be able to put a stop to this horrid trade; but the facts are as above stated, and more small vessels must be sent out.

Lieutenant Corry, in the *Pantaloon*, who had gone from Plymouth to America with an offer of the mediation of Great Britain, to endeavour to accommodate matters between the United States and France, returned from New York some weeks ago, and, having charge of dispatches of importance, he started with them for London. The brig, while working in at night, mistook a light on board the *Liverpool* for one of the regular lights, and unluckily got a-ground on that dangerous shoal the *Wolseners*, near Langstone Harbour, but, by great exertions, was hove off. She was carried into Portsmouth Harbour, and then into dock. Her injuries, fortunately, were of the most trifling nature; although she struck hard while on the ground; and having been put to rights again, she is ready for any service that may be required of her, and will possibly go to Falmouth to be employed as a packet.

The above comprise all the arrivals at the port of any moment during the past month, with the exception of a Portuguese frigate (the *Braganza*), a schooner, and a steam-vessel, which came from Falmouth and are here waiting to convey the Prince of Portugal to his consort at Lisbon; and a French cutter, on her way from Brest, to cruise for the protection of the

French fishery between Hastings and Dieppe—the latter came into Spithead merely to get a pilot. The officer in command happened to be in the port during the celebration of her Majesty's birth-day on the 24th ult., and of course was entertained by the Admiral. The Hope and Sovereign transports have also been here—the first from Bermuda, with Captain Jackson's company of Royal Artillery and some invalids; and the latter from the Mediterranean, with part of the 7th Fusiliers, which have joined the Depot at Gosport.

Vice-Admiral Sir Peter Halkett, G.C.H., sailed from Spithead, with his flag, in the *Melville*, on the 19th instant, to relieve Vice-Admiral Sir George Cockburn, in the command of the West Indies and North America, (he goes in the first instance to Bermuda, the ship has a reduced complement of men, being without her lower-deck guns). The *Melville* took out a number of supernumerary boys, for the supply of the different cruisers on the station: the Admiralty being about to re-adopt a most excellent regulation, which originated with his Majesty, when Lord High Admiral: viz.—to enter boys for the King's naval service (a great many have already been taken on board the *Britannia*); and what is of more importance, retain them until they are qualified for the rating of able or ordinary seamen. A strong healthy lad of seventeen or eighteen, who has been three years in a King's ship, can seldom obtain more than the rating of landman on a *second entry*; but by adopting the plan of keeping them in guard or other ships, a nursery for seamen will always be at command; and all naval officers will vouch for the fact, that boys brought up in a British man-of-war make the best seamen, both as to ability and discipline: the plan is beneficial in another point, as it saves the poor fellows the mortification of being turned adrift at the end of three years or so, with an imperfect knowledge of their profession, and on offering to enter for another ship, and finding nothing more than the rating of landman or first-class boy to be obtained, they get into the coasting trade to avoid starvation, which in numerous instances leads to the smuggling trade. His Majesty, when Lord High Admiral, also ordered that the petty officers of ships paid off should be received on board the guard-ships; but we do not hear if the regulation is now in force; however, bills are distributed throughout the town inviting seamen to enter his Majesty's navy, for general service, and to be received on board the *Britannia*, so that it will be the men's own fault if they do not get into employment. Sailors have, however, strange notions about general service; the majority prefer selecting their ship, and it will not be surprising if numbers hold back until the expected reinforcement of ships are put in commission. The Admiralty appear aware that such is the case, for, on Thursday last, Captain the Hon. D. P. Bouverie arrived to commission that splendid-looking ship, the *Vanguard*; and four others are ordered to be brought forward—three at Plymouth, and one at Sheerness. The *Pembroke* and *Bellerophon* will also be ready at this port shortly. The *Vanguard's* marines embark to-morrow, and the *Messenger* steamer is expected to convey 2 captains, 6 subalterns, and 190 non-commissioned officers and private marines from this division to Plymouth, to join the *Talavera* and *Minden*. On the 1st of April we hear that the officers in charge of the ships in ordinary are to be put in commission, a measure repeatedly recommended in your Journal, that the services of the Captain and Commander may be made available on courts-martial, surveys, and numerous duties of importance, exclusive of giving those officers sea-time.

On sending you the names of the following midshipmen, who passed the mathematical examination for lieutenant at the Naval College this month: viz.—Mr. Byron Drury, of the *Racehorse*; Mr. James Bull, the *Astrea*; Mr. John Bourmaster Dickson, late *Satellite*; Messrs. Thomas A. B. Spratt, Arthur L. Mansell, late *Mastiff*,—I avail myself of the opportunity to allude to a little work under the title of 'A Table of Arcs.'

for facilitating the computation of the latitude, by double altitude, of the principal fixed stars, for the years 1835, 45, and 55, which has recently been published in this place, by a gentleman named Shadwell, who is serving as a mate on board the practical gunnery ship, the *Excellent*, and although comprising only a few pages, possesses very reasonable claims to the favourable notice of the naval profession. It is calculated materially to shorten the process of computing the latitude by double altitude, when that method is applied to the fixed stars; the base and half-base angles of the polar triangles, better known to seamen who work by Dr. Inman's book, as arcs 1 and 2, being calculated for twenty couplets of the brightest and best-known fixed stars: it may be urged that the frequent opportunities of obtaining the latitude by meridian altitudes of the stars will render a recourse to such a method unnecessary; but when it is considered the uncertainty of stellar observations, from the frequent obscurity of the horizon, &c., and other circumstances, the more varied the means of obtaining the ship's position the better. The late order of the Admiralty, relative to Astronomical observations, is a most judicious one, if rigidly enforced, and as it particularly calls the attention of Captains and Commanders to double altitudes of the fixed stars, Mr. Shadwell's work, no doubt, will be found highly useful, from the saving of time and labour which it effects in those calculations. I should mention, that the pamphlet is printed uniform with Dr. Inman's Tables, and at the trifling charge of one shilling, this work, with the Drill forms, which another mate of the *Excellent* has published for the advantage of the young aspirants of the Navy, ought to be in the hands of all midshipmen, as the two will greatly tend to their getting over the College examination for lieutenant with immeasurable ease and decrease of anxiety. It is not generally known, but soon will be on appearing in your Journal, that the system on board the *Excellent* is now working exceedingly well, and if the Admiralty will only order it to be generally recognised and adopted in the fleet, it will bid fair to introduce a number of scientific and able lieutenants and mates into great notice: some of each rank will be ordered to join the new fitting ships.

It is expected that Captain Hayes' new frigate, the *Inconstant*, will be ready for launching about the end of June, and it is thought there will be a sailing trial between her, the *Pique* and *Castor*. Lord J. Hay's time of service in the latter has expired, and she will most probably be relieved by the *Madagascar*, brought home, and have her copper cleaned, &c., and got ready for another sea-bout. People may talk of the *Pique*, *Vernon*, *Vestal*, and what other ships they like, but we believe more actual service has been got out of the *Castor*, and at less expense than any of them, during the three years and a half she has been in commission. The new Port-Admiral, Sir P. H. Durham, will be down next month, and hoist his flag in the *Britannia*; that ship is to be paid off on the 4th or 5th of next month, and re-commissioned by Captain D. Dundas, M. P.

The last accounts we have from the Mediterranean are up to the 10th of February. The Admiral and the greater part of the fleet were at Malta. The *Beacon* was to sail for England on the 15th, and may be hourly expected.

Sheerness, March 22, 1836.

MR. EDITOR.—Many reports are in circulation respecting the new regulations that are likely to be put in force in the Ordinary at this post: however, it appears certain, that 650 seamen will be entered, for taking charge of the ships; who are to be made available for any ships that may be commissioned, and will be under the Commander-in-Chief of the port. It is likewise considered, that as the present Captain of the Ordinary is Acting Captain-Superintendent of the Dock-yard, that the duties of this office will be under the Admiral. This would certainly simplify the duties of the port, and the orders would not be so multifarious.

It is thought, in the regulation for the Ordinary, that the families of the warrant-officers and ship-keepers will not be allowed to live on board: this regulation, while it may have personal disadvantages, will, no doubt, be of moral and public good, as the increase of women and children had got to that extent, as not only to become an inconvenience, but, from the want of instruction, an evil of a much worse character was likely to arise, from it. The further alteration contemplated under the regulations of the Ordinary, was that of the seamen employed in the Ordinary doing the duties of the riggers in the Dock-yard. This, we fear, will not have the advantages at first contemplated, as the riggers are frequently wanted for important and trusty duties, which, from their having been, in general, able seamen, and obtaining regular habits, from living on shore, and being under the close and steady discipline of the Dock-yard, renders them the most suited to perform.

The *Howe*, 120 guns, has now nearly completed her fittings for the flag of the Port Admiral: she is certainly a splendid ship, and her fitting and arrangements are such as to reflect great credit on those that have had the conducting of them. She is to be armed on the *forecastle* with two 18-pounders, long guns, 42 cwt., and two 32-pounders carronades. On the *quarter-deck*, with two 18-pounders, long guns, 42 cwt., and fourteen 32-pounders, carronades. On the *upper deck*, with thirty 32 pounders, long guns, 48 cwt., and four long brass guns, taken up from the *Royal George*, at Spithead, about two years since. On the *middle deck*, with thirty-four 32-pounders of 56 cwt. On the *lower deck*, with thirty 32-pounders of 63 cwt., and two 68 pounders, long guns, 50 cwt.

On the 26th and 27th ultimo, a Court of Inquiry took place on board the *Ocean*, on Lieutenant Hill; certain charges being preferred against him by the Commander-in-Chief on the Mediterranean station. The inquiry was held by Vice-Admiral the Honourable C. E. Fleeming, Captain Ellice, and Sir James Gordon. The principal witnesses were Lieutenants Duffield and Brown. The result, as usual on Courts of Inquiry, has been kept from the public.

The *Serpent*, 16, passed this port for Chatham, on the 29th ultimo, to be paid off; she has lately arrived from the West Indies; and on the same day the *Silvia* cutter arrived from Pembroke, to be a tender to the *Howe*.

On the 5th instant, the *Achille*, 74, was taken out of dock, and the *Poitiers*, 74, taken in, to have her caulking examined.

On the 7th, the *Hercules*, 74, was taken out of dock, is now complete: she is expected to be commissioned shortly by Captain Berkeley. The following day the Admiral inspected the Express Packet, Lieutenant Cooke; and on the 9th she sailed direct for Falmouth.

The *Pandora* was commissioned on the 10th by Lieutenant Innes.

The Messenger steam-packet passed this port for Chatham, on the 16th, with the *Dover*, 42 guns, sold out of the service; on the 18th she arrived here, and towed the *Hawke*, 74, to Chatham, to be fitted as a demonstration ship; and on the 20th left this port for Portsmouth.

The *Asia*, 84 guns, was commissioned on the 22nd instant, by Captain W. Fisher.

The Terror bomb, intended for the relief of the whalers, will be paid off by Captain Belcher, on the 24th, and taken charge of by Lieutenant Pearson, of the *Howe*, to proceed to Hull, for the receiving of seamen for this port. The *Sibbad* and Duck lighters are, with a mate on board each, to be tenders to her, for collecting men from the different ports on the coast.

The Southampton frigate has nearly completed her repairs at Chatham, and is ordered to be fitted as a demonstration ship; but not to take her masts in, from the number of masts that have been found defective on board several ships in ordinary.

I am, Sir, your obedient Servant . . . BETA.

Milford Haven, March 16th, 1836.

MR. EDITOR.—Our agent for packets, — Anson, Esq., has just received orders to advertise for the building of two floating-light vessels, of about 60 tons each. These are to be placed, one on the Carr Rocks, the other on the Wear Point, for the accommodation of the steam-packets plying in the Post-office service between this port and Waterford, on their passage up the Haven to the pier erected at the new station at Hobb's Point. The Treasury has undertaken the expense of them, by which arrangement the merchant craft will not have light-dues imposed upon them, unnecessarily, as would have been the case had they been under the directions of the Trinity Board. By the arrangements in embryo at Hobb's Point for the use of the packets, every obstacle hitherto existing to the embarking and landing passengers, horses, carriages, &c., will be entirely removed, so that the Irish nobility and gentry resident in the south and the west of the Emerald Isle will be placed on a footing, in this respect, equal to those of the northern provinces. Several yards of the pier are built on an inclined plane, by means of which the steamers will be able, at all times of tide, to run alongside and occupy a part of suitable height,—say level with the deck,—so that the passengers, as well as horses, may readily walk on shore. The perusal of this information in the pages of your valuable periodical will not fail to interest travellers to and from Ireland. The pier is itself a most superb piece of workmanship. Its foundation is sixty-two feet below the top of the coping, thirty of which is under low-water mark, spring-tides. It was principally built by means of the diving bell. The stone (limestone) of which it is composed was dug in the neighbourhood, and the mortar made with sand and lime (Aberthaw) of a nature which has the peculiar quality of rapidly setting, even under water. Adjacent are store-houses, offices, smithery, turner's shop, inn, stables, and residence for the agent, all in a considerable state of progress. Government have lent the sum of 7000*l.* to the turnpike-trust for completing the new line of road from the pier to Carmarthen, which sum is all that will be required for its formation. The establishment will be removed hence up to that place early in the ensuing summer—"a consummation devoutly to be wished."

This safe and commodious Haven, although much neglected, has not been, I am happy to say, entirely overlooked, for ever since the time of the immortal Nelson's visit in 1803 it has had some share of attention paid it. His Lordship was greatly prepossessed in its favour, and used considerable exertions for its prosperity; he called it the "unrivalled haven," and our late King was no less pleased with its safety; when twice driven back from near the Land's-End by unpropitious gales, on his voyage from the Green Isle, his Majesty found an asylum from the tempestuous and unrelenting ocean. What his present Majesty thinks of it may be inferred from the following extract of an answer to an address presented to him by the Loyal Welsh Lodge of Free and Accepted Masons, when visiting the port in 1827, in his official capacity of Lord High Admiral:—"I feel great satisfaction, in the execution of the duties imposed on me, to have visited this port (Milford Haven), which must become of much importance to the British empire."

The light-vessels before alluded to are to have two men each attached to them, and these, it is supposed, will be selected from deserving characters, who having long and faithfully served their king and country, either in the dock-yards or navy, have been superannuated or pensioned. Her Majesty's birth-day, on the 24th ultimo, was hailed throughout this port with every demonstration of loyalty and affection.—"Maidens waved their white kerchiefs, and old women wept for joy."—All the vessels lying off this place, as well as the flag-staffs at the government stations on shore, had their national colours flying; up at the dock-yard the Royal standard waved proudly in the breeze,—the breeze!—I may say in the

gale, for it blew severely from the north-west during the whole day. The weather too was very unpropitious for the military display at that place. On these occasions the detachment of Marines doing duty there, under the command of that veteran officer, Major Baillie, are had out to do the customary honours due to royalty: as usual, these fine fellows—to whom the nation owes so much for their zeal, valour, and loyalty—were drawn up in line upon the heights adjacent to the dock-yard, by twelve o'clock. Immediately on the clock belonging to the arsenal announcing that the sun had reached "of heaven's high arch the key-stone," the great guns at Fort Adelaide commenced their clamorous notes of joy, at every seventh of which the Royal Marines fired a *feu de joie*;—the whole being concluded, they presented arms—shouldered—ordered—and, with caps off, gave three hearty cheers for Queen Adelaide; the troops of Yeomanry cavalry in attendance waving their swords around their "nodding plumes," while the band of each played the national air—"God save the King." The cavalry and infantry then passed the Major in review order and quick time, and after performing a variety of evolutions in concert, with the greatest steadiness and regularity, marched off the field to their respective quarters. This is the only regiment of yeomanry cavalry under the crown that ever faced a foreign enemy. In 1797 a body of French infantry landed at Fishguard, in this county. The Castlemartin yeomanry, then commanded by the late Lord Cawdor, were called out, and, with the militia of the county, "boldly faced the foe," who soon surrendered themselves prisoners of war.—This was the day appointed for launching the *Dido* and *Harlequin* brigs from Pembroke-yard, but as no directions have been received by the officers there, they still remain on the stocks, and will do so, at least, till the next spring-tides. It is astonishing—yet not less true than astonishing that the only protection afforded this harbour, its dock-yard, packet station, quarantine establishment, custom-house, &c., is the small detachment of marines (from 150 to 180 men) at Pembroke. In the event of any irruption with foreign nations, although, situated as Milford Haven is, on the western side of the "tight little island," it would be a work of not the slightest difficulty for the enemy to enter the Port, and burn or destroy all that "doth it inhabit, and like the baseless fabric of a vision leave but a wreck behind."—Loudly does this glaring omission call for effectual remedy, and culpable in the extreme will that ministry be that allows the sad catastrophe above alluded to to be consummated an event, certainly, "more honored in the breach than in the observance." Immediately after the United Service Club ball which I mentioned in my last, the following pithy and appropriate lines appeared, which were much prized:—

THE UNITED SERVICE CLUB BALL, GIVEN 28TH JANUARY, 1836.

Oh! could I inhale the true magic which gleams
From the Delphian god and Pierian streams;
Or could I in verse the sweet music instil
Of harmonious sounds with poetical skill;
No longer in slumber a moment I'd lose,
T'invoke the kind aid of a fanciful muse,—
Still unskill'd and unknown, oh! let me be heard,
As a tribute of praise for a pleasure conferr'd;
And with voice of delight hail the festive gay ball
Lately honour'd by numbers at Pembroke Town-hall.

A polish'd attention was evident there,
For on entering the room "the Club" welcomed the fair
United the Club—and most strictly united,
By civility's chain, to the parties invited;
And the gay decorations, all brilliant and bright,
Gave an exquisite feeling of purest delight.

As a model of art, with its bearings all true,
 Old England's proud bulwark bursts forth to the view;
 Poop-lanterns which, with their brilliancy, strove
 To shed a rich light on the "Union" above;
 Below pointed cannon, no fierce foes to check,
 For music was sounding aloft on the deck.

On the happiest plan of an elegant taste,
 Wreaths of flow'rs in festoons were as drapery placed;
 While sabres and bayonets, emblems of war,
 Shone as emblems of peace, in the form of a star;
 Nor was there from Mars or Bellona a claim,
 That the Goddess of Love should not rule the domain;
 Her counterparts here in abundance were found,
 While loveliness spread a rich halo around!

Another and equal embellishment see,
 With flags ornamented, a splendid marquise;
 And true to the keeping a sentry was there,
 Most rigidly guarding the general-fare.

The curtains withdrawn and the banquet display'd,
 See the Goddess of Plenty in splendour array'd;
 The Graces supporting gay chaplets of flowers;
 With "Wellington"—"Nelson" engraven on towers;
 And the flow'rs forming "Welcome," with rich lamps behind them,
 Vied softly and fair with the ladies who twined them.
 The music—the dancing—nay, all was inviting,
 And all were delighted, and all were delighting;
 And the castle's grey turrets had dimly descried
 The dawning of morning on Golden-hill's side;
 And the bright stars were nearly receding from view,
 Ere was heard the last "farewell" and parting "adieu!"
 But long recollection will paint on the mind,
 With reality's pencil, the scene left behind,
 And memory oft to our thoughts will recall
 The pleasures derived at the late Pembroke Ball!

• The early part of the month brought the Goodwill lighter to this port, with men from the Howe guard-ship at the Nore, to navigate the Sylvia cutter, hitherto tender to the Royal Sovereign yacht, to that station. After being taken into the Camber to have her bottom examined, she was provisioned and sailed for Sheerness, where she is wanted for the service of the Captain Superintendent, whose pendant she will bear. The Goodwill is to remain in the port, for the service of the arsenal. The following officers belonging to Pembroke-yard have been elected to offices in the new town-council, under the Municipal Reform Act:—T. F. Hawkes, Esq., master shipwright, and Edward Laws, Esq., clerk of the check, aldermen; T. Pretious, Esq., store-receiver—councillor; Capt. Savage, R. E., clerk of the works—councillor; Lieut. Weatherly, R. N., director of the police—magistrate; W. Luke, Esq., clerk—councillor; R. E. Chevallier, Esq.—assessor; Mr. Sumpter, inspector—councillor; Mr. Ball, foreman—councillor.

By this arrangement it will be seen that officers in the dock-yard are not excluded, though, according to the Act, they are exempt, if they choose to claim it. I have just returned from visiting the dock-yard, and find it rumoured there, that in consequence of the great number of ships fitting for sea, and the consequent demand for Marines, those doing duty there are likely to be relieved by a regiment of the line. I think, however, that may not be the case, for although there are but few of this Royal corps in quarters at Plymouth (to which the present detachment belongs), yet there are plenty at Chatham, from whence the next relief are to be supplied. The Diligence transport and Devon lighter are now at the dock-yard. The only vessel of his Majesty here is the Sky-Lark, revenue cutter.

REVIEWS AND CRITICAL NOTICES.

OBSERVATIONS ON SOME PASSAGES IN THE LIFE OF SIR THOMAS PICTON.

TILL the recent publication of a second edition we had not received a copy of the Memoirs of Sir Thomas Picton, which, though possessing peculiar claims upon our attention, has consequently remained unnoticed in our pages. To a similar reason is to be ascribed the omission from our Critical Notices of other professional works, with copies of which we have not, from some unexplained cause, been supplied. Should this arise, as we have reason to suspect from any vulgar notion that we are influenced by the feuds of booksellers, the sooner such an absurdity is discarded the better both for books and publishers.

From many concurring causes we have felt a strong interest in the subject of this publication. Having been honoured with the notice—we may even add, notwithstanding the disparity of years and rank,—with the friendship of Sir Thomas Picton, and having facilities of access to information not generally enjoyed, it had been for some time our intention to take upon ourselves the responsible task of writing the life of that eminent officer and excellent man when leisure and opportunity permitted. We, however, have been anticipated; and although it is certainly desirable that professional subjects should, if possible, be treated by professional men, we must do Mr. Robinson the justice to say that, bating some errors of detail and erroneous conclusions, to be referred to his want of military experience and to misinformation, he has compiled these Memoirs with zeal, industry, and intelligence. We must particularly advert to that early and eventful epoch of Sir Thomas Picton's life when, as governor of Trinidad, he incurred a memorable persecution. This matter has evidently been investigated with praiseworthy patience and research. We observe, *en passant*, an error in describing Lieut.-Col. Ridge as of the 45th, instead of the 5th.

It is now somewhat too late to review a work which has been so long before the public, and instead of the critical office which might now seem "stale and unprofitable," we shall substitute the following communication from an officer of distinguished service and competence, and others to which it may lead, as the best mode of aiding the purposes of the "Memoirs," and of eliciting and elucidating obscure and disputed points in the military transactions to which they relate. We shall take a future opportunity of throwing any light which our own experience may supply on the incidents under discussion, fully persuaded, however, of the extreme difficulty of reconciling details in the versions of different parties who have necessarily seen the same transactions under different points of view.

MR. EDITOR,—Having lately read the Memoirs of Lieutenant General Sir Thomas Picton, recently published, allow me to draw your attention, and that of your readers, to the account there given of the battle of Busacco, and the animadversions of the author on the statement of its details, as given by Colonel Napier in his history of the Peninsular War.

If do so in the hope that you yourself, as a participant in the events of that day, or some one of your able correspondents, may, if possible, reconcile the conflicting accounts, or rather point out the several errors which, in my humble opinion, attach to both parties.

The following is one of the passages wherein the author adverts to the discrepancies between the account given by Colonel Napier and that of the subject of his Memoir:—

"Thus then it appears that it was Major Smith at the head of the light companies of the 88th and 74th regiments who drove the enemy from the rocky point; and to his animating example," General Picton says, "we were chiefly indebted for success."

But Picton's biographer may add more; praise is to him no longer flattery. Picton, at the head of a battalion of Portuguese, assisted greatly the intrepid charge of the Major, and, together, they drove the French at the

point of the bayonet first from the "*rocky point*," and then down the almost perpendicular steep. But the "*History of the Peninsular War*" is not only deficient in giving due credit to the leaders of this charge, but also to the officers and soldiers of the 45th, 74th, and 88th regiments. To them, and to them only, the merit of this contest is due. The light companies of the two latter, it is true, were compelled to retreat before the overwhelming numbers of the enemy; but they gallantly retrieved what they had lost, unassisted by any other force than one battalion of the 8th Portuguese; the whole of which regiment, according to Colonel Napier's account, was "broken to pieces at the attack upon the pass."

Now, Mr. Editor, with this assertion of the author, that the history of the Peninsular War is deficient in giving due credit to the officers and soldiers of the 45th, 74th, and 88th regiments, I most cordially agree. Indeed, I cannot but consider Colonel Napier's whole account of that part of the battle in which the 3rd division was engaged as exceedingly defective, not only from the omission of many important particulars, but also from the inaccuracy of those which he has given. But, Sir, allow me to ask you if there are not also some mistakes in the particulars detailed by General Picton himself?

His account of the disposition of the 3rd division immediately previous to the action is, so far as I can remember, perfectly correct, excepting where he says he detached the 88th a mile to the left of the pass the previous evening. Had they been detached so far they must have occupied the ground upon which they met the enemy the following morning, whereas at dawn of day the regiment was under arms, and Colonel M'Kinnon, in command of the brigade, with Colonel Wallace, had proceeded to the left along the ridge to reconnoitre. When the alarm was given that the enemy were throwing troops into the ravine upon our left, almost at the same moment I saw M'Kinnon and Wallace return, the former, it is presumed, to report the state of things to General Picton.

Wallace, putting his regiment in motion, went rapidly along the ridge, according to my estimate nearly a mile, halting at an intermediate point between a strong rocky ground and the hill on which stands the convent of Basacco; a dense fog at the time concealing these rocks, and the operations and approach of the enemy's column. The regiment had hardly taken up their position when the head of the enemy's column reached the summit of the ridge, where they came in contact with four companies of the 45th regiment, under Major Gwynne, who were following the track of the 88th. This gallant little band contested the mastery of the hill against overwhelming numbers until the moment of the charge of the 88th, when the whole, in conjunction, precipitated themselves upon the column, and put them to total route.

The rocks in question had been occupied by a large mass of the enemy's light troops, to a galling fire from which the flank of the 88th was, in charging the column, exposed. Colonel Wallace, when he observed his critical situation, with promptitude and decision ordered three companies of the 88th to attack the force on the rocks, whilst he himself headed the charge on the column. By these three companies alone were the enemy driven from them, and I may add that it was in this attack upon these rocks that Captain Dansey of the 88th gallantly distinguished himself, for which he was mentioned in the public dispatches.

Keeping these circumstances in view, permit me now to ask, on what precise part of the ridge was situated the rocky point alluded to in the extract from the Memoir, and from which General Picton, at the head of a battalion of Portuguese, aided by Major Smith with the light companies of the 74th and 88th, "first drove the French, and then down the almost perpendicular steep?" This is always mentioned by the author as "*the rocky point*," leaving it to be supposed that there was only one spot along the ground occupied by the 3rd division to which the term could be applied. This,

however, is greatly calculated to mislead his readers as to the main facts of the action; and is a proof of the difficulty, I might say the impossibility, of a person unacquainted with localities giving anything approaching to an intelligible or correct account of military operations.

The truth is, as I have stated, that on the ground occupied by the main body of the 88th and four companies of the 45th, was situated what I have always considered and heard mentioned as, *par excellence*, "*the rocky point*." This, as I have also previously stated, lay between the convent hill of Busacco and the point of advance of that heavy column of the enemy which the 88th and these four companies of the 45th alone attacked and routed; as stated by General Picton, in his letter to Lord Wellington, in the following terms:—

"Your Lordship was pleased to mention me as directing the gallant charge of the 45th and 88th Regiments, but I can claim no merit in the executive part of that brilliant exploit, which your Lordship has so highly and so justly extolled. Lieutenant Colonel Wallace and Major Gwynne, who commanded the four companies of the 45th, engaged on that occasion, are entitled to the whole of the merit, and I am not disposed to deprive them of any part; I was actively engaged at the time in repelling the attack upon the post with which I was principally charged."

In confirmation of the opinion I have always entertained, that the one I have particularized was chiefly entitled to the distinctive appellation of *the rocky point*, I have now before me a sketch of our position and relative situation, which General Wallace drew with his pen, when I called his attention a year or two ago to what I conceived to be the erroneous account of Colonel Napier. In this sketch the position of these rocks is marked; and I remember well Colonel W. pointing to them said, "Here was Dansey; there stood the four companies of the 45th, who were fighting like devils, and who were dreadfully maul'd."

Need I, Mr. Editor, remark to you, that the expression objected to, as employed by the biographer, is calculated to confuse and mislead his readers, more especially when taken in connexion with that passage in General Picton's letter to Colonel Pleydel, where he says,—

"During this time a very heavy column penetrated on the left of my position, occupied by the 88th and four companies of the 45th Regiments, which appeared to be engaged in an unequal conflict with very superior numbers. These Regiments, after the enemy had completely gained the summit, most gallantly attacked them with the bayonet, and drove them down the hill. Convinced that the enemy would make no impression upon the pass of St. Antonio, from which they were completely repulsed, I galloped towards the left to join the 45th and 88th, who still continued engaged, and to my great surprise found the enemy in possession of a strong rocky point in the centre of my line, and the light companies of the 84th and 74th, who had been stationed with the light corps in advance, driven in, and retreating before them in disorder; with some difficulty I rallied them, drove the enemy from the rocky point with the bayonet, and with the assistance of a Portuguese battalion, which opportunely came up at the moment, I succeeded in forcing them to abandon the hill, and cross the ravine."

Now the whole of this would make those unacquainted with the circumstances suppose, that General Picton shared with the 88th and 45th in the merit of having defeated the column at the other point; a mistake, indeed, into which it appears, from the General's letter, that Lord Wellington himself had been at one time led. I cannot, indeed, but wish that the author had taken the trouble to reconcile this declaration to Lord Wellington with the above extract from the letter to Colonel Pleydel.

It is the more important that these two points should not be confounded together, and that credit may remain where it is justly due: that at whatever part of the position was situated that rocky point where General Picton describes his having found the enemy, and whatever the numbers which he there repulsed, it is universally acknowledged that the column defeated by the 88th and part of the 45th, at the point where he certainly was not pre-

sent, was by far the strongest brought forward in any part against the 3rd division. Among other circumstances corroborative of the enemy here intending to make their principal attempt upon the ground occupied by this division, was the finding, after their repulse, several lines stretching down the hill. On finding one of these made fast to a tuft of heath near the summit, it immediately occurred to me that the enemy, having on reconnoitering during the night, fixed on the above for the main point of attack, which they probably intended making before day-break, they had made use of the above precaution to guide their column to the spot, which in the darkness they might otherwise have missed.

But, Sir, allow me further to allude to that part of General Picton's letter to Lord Wellington, which has given the biographer occasion to make use of the above expression.

"About half-way," says the General, "between the pass of St. Antonio and the hill of Busacco, I found the light companies of the 74th and 85th retiring in disorder, and the head of the enemy's column in possession of the strong rocky point, deliberately firing down upon us, and the remainder of a large column pushing up the hill with great rapidity."

In justice, Sir, to the memory of Captain Joseph Thomson, who commanded the light company of the 85th on this occasion, afterwards killed at Badajos; of Lieutenants Wm. Nickle and Heppenstal, the latter killed in action at Foz de Arouce, and the former also now dead, after losing a limb at Salamanca, all your intimate associates, Mr. Editor—in justice to every one, as well Officers as men, belonging to these two Companies, I deem it but fair to state, that when General Picton's celebrated letter to the Duke of Queensberry came out to the Peninsula in the public papers, this statement was read with no less surprise than indignation by all the parties concerned. They strenuously denied that they were ever found retiring in disorder, as by him supposed. If retiring in extended order, this they were, as light troops, in duty bound to do, before a force so overwhelmingly superior, as, by General Picton's showing, must have been the column to which they were opposed.

It would be gratifying to learn, from some one who was present on the occasion, the particulars as to the part General Leith's corps took in this battle, which, by Colonel Napier's account, defeated a force of the enemy that had established themselves so as to threaten to sweep the summit of the Sierra; and, by General Picton, is represented as having merely aided in repulsing the last feeble attempt of the enemy. In particularizing this and other points of difference between Colonel Napier's account and that of General Picton, the biographer remarks that "if one be correct the other must be erroneous. If Picton's account be false, it must be wilfully so; it is therefore of importance to his character that it should be investigated."

But, Sir, may not the difference be accounted for, without doubting the judgment, or impugning the veracity of either? There is an alternative, and I give it in the author's own words:—"Circumstances that occur amid the tumult of a battle are seldom remembered with precision, or reported with accuracy."

Assenting to the truth of this remark, the present observations have been made in the hope of obtaining further elucidations from those who took a part in the operations of the day, that, so far as is now possible, justice may be done to all parties.

That justice may be done to some of them, I feel it impossible to pass over in silence the unjustifiable manner in which the author of this work has lent his aid in stigmatizing a corps entitled to no inconsiderable share of credit for its exertions upon that memorable occasion.

In page 136, vol. ii. he says, "The third division was not so conspicuous for the regularity of its appointments as for the more important duties of the field. One regiment in particular, the 88th, or Connaught Rangers, as brave and as steady a set of fellows as ever handled a musket, were perhaps as determined a set of

marauders as ever sacked a city or robbed a poultry-yard; their appearance at the same time was equally irregular, and Picton used familiarly to call them his *brave ragged rascals*." But this irregularity in the regiments of the fighting division was not confined to the 88th, although the palm certainly rested with the regiments of Connaught; and Picton used to remark, that all the light divisions left in the way of plunder was sure to be found by his ragged rascals.

"And the observation of Sir Thomas Picton (this observation I have always heard attributed to Lord Wellington), when speaking of his soldiers, was, 'I don't care how they dress, so long as they mind their fighting;' and this was the only thing the division did mind."

Many were the ridiculous stories told of the soldiers of the 88th regiment; of their acts of plunder and their witty sayings, which, if collected, would fill a volume that would cause Joe Miller himself to hide his diminished head. Many, of course, were true, but by far the greater portion without any foundation; as the inventor of every ludicrous story was sure to ascribe it to a Connaught Ranger.*

That they were blamed for many acts of their friends is certain. Upon one occasion, I recollect, when some depredations had been committed, the Commanding Officer of a regiment came to that of the 88th, big with importance, and loud with complaints of the great irregularities committed by the 88th. Upon investigation, however, it was discovered to have been soldiers of his own regiment who were to blame. This was not the only instance of the kind that occurred, for many such did; but, according to the old adage, give a dog a bad name, and you may hang him.

But, Mr. Editor, many of your readers will be surprised when they learn that the bad name given to the 88th regiment in the Peninsula is chiefly to be ascribed to one whose own name they were mainly instrumental in raising to that pinnacle of fame where it now stands. I say, Sir, to General Sir Thomas Picton is to be ascribed the character which many have unjustly attributed to the 88th regiment.

This character I ascribe to his well-known speech at Pinhell, where, in addressing the brigade generally, for some irregularities that had been committed, he turned to the 88th, and said, "As for you, 88th, you are known in the Army, *not as the Connaught Rangere*, but as common foot-pads;" telling the officers that they alone were to blame, from the non-performance of their respective duties. This, too, was at a time when the regiment had been too short a period under his immediate command to enable him to judge from personal knowledge.

With all due deference to the merits and memory of General Picton, I do

* One anecdote may be given, not as superior, or perhaps equal, to many others, but as being at once characteristic and undoubtedly authentic. In Portugal the inhabitants pride themselves much in matching their bullocks as to size and colour; and it was no uncommon circumstance in the army, that soldiers in charge of cars, when not under the eye of their officers, were in the habit of exchanging a superior for an inferior set of bullocks, receiving from the inhabitants, by whom they were encouraged in the practice, some dollars in the exchange. This had grown to such an extent, that it became necessary to check it by making an example. Upon one occasion, a party were sent to the banks of the Douro for wine for the brigade, when two soldiers of the 88th had charge of a car drawn by two fine large cream-coloured animals. It was found, however, on their return, that these two bullocks were transformed into a pair not only very inferior as to size, but also of a black colour. For the offence they were arraigned before a general court-martial, when, the proof being too positive to admit of a shadow of doubt, the soldiers, as is usual, were asked what they had to say in their defence; when one of them, in a style truly characteristic and Hibernian, replied, "Indeed, your honours, we are innocent; they are the same bullocks; they were white when we got them, and they were *grat* big lazy bastards, and they would not get along, so we were obliged to *bate* them, and we *bate* them, and *bate* them, until, your honours, we *bate* them quite small, and all black and blue." It is unnecessary to add, the ingenuity of this defence did not suffice to save the culprits from suffering the penalty of their transgression.

not hesitate to assert and challenge contradiction, that this was an ebullition of intemperance and spleen, as injudicious as it was unjust, considered as applied either to officers or men. General Picton indeed made some acknowledgment of having gone too far on that occasion; for at a dinner he gave to the Field Officers of the brigade, convened, it was said, for the purpose, he expressed his regret to Colonel Wallace for having allowed his feelings to carry him the length they did.

This speech, as it may be supposed, made a deep impression on every individual of the corps, and was the cause of creating that unkindly feeling, which, it is to be regretted, existed between the regiment and their General to the day of their separation; a feeling that never would have continued on the part of the regiment, if Sir Thomas Picton had had the candour to acknowledge in public what justice constrained him to confess in private. I may also mention, that this is the speech which afterwards gave rise to a circumstance alluded to and reported in various ways by many. At Busacco, when the regiment had driven the column of the enemy that attacked them from the hill, they were formed in line upon its crest: Picton rode along its front, expressing himself in approbation of their gallant conduct, when a voice from the ranks was heard to exclaim, "Aye, are we common footpads now?" And when the General answered, "No, no; let us have no more of that, you are a set of brave fellows." This is the circumstance alluded to in the eventful Life of a Soldier, and quoted by the biographer as taking place after the charge of the regiment at Fuentes.

From whom Sir Thomas Picton's biographer had the character of the 88th regiment, whether from the confidential Aide-de-Camp or the young friend, as both seem to have supplied materials for the compilation, or from whatever other source, I know not, but he certainly outsteps the bounds of all propriety when he stigmatizes them as "*as determined a band of marauders as ever sacked a city or robbed a poultry-yard.*" No man who knows any thing of the feelings of a soldier could ever have penned such a passage; and I may quote the words of the author, as he has himself applied them to Colonel Napier on a different occasion: "A charge so seriously implicating a soldier's character should not be made without ample proof, and such proof he has not advanced."

He further says, "Their appearance was equally irregular, and Picton used to call them his ragged rascals;" a term which, during a period of between four and five years in the Peninsula, and never a day absent from them, I never heard applied, and which, if applied, no term was ever more misapplied than to the 88th regiment. Not conspicuous for regularity of appointments, and ragged rascals, are terms which naturally attach the utmost neglect to every officer of the corps, but more especially to the Commanding Officer.

Now, with regard to the equipment of the regiment, they embarked for the Peninsula in as efficient a state as ever a British regiment did for service, under one of the most liberal Colonels that ever stood at the head of any regiment (General Lord Beresford), who, upon the occasion, gave a *carte blanche* to the then Lieutenant-Colonel the Hon. Alexander Duff. They were, accordingly, supplied with new appointments of a very superior description to those in general use at the time. Every stand of arms was also quite new, and all this within twelve months previous to their embarkation. And as to their clothing, Lieut.-Colonel Wallace was well known to be rather fastidious with respect to the dress of his soldiers; therefore how ragged rascals could apply to the 88th, more than to any other corps in the army, I know not. They, as well as some others, were certainly, occasionally, rather in a ragged state, more, surely, to their praise than to their blame, owing, as it was, to the arduous nature of the service in which these corps were more particularly engaged, and to its being often impossible to bring forward the necessary periodical supplies.

In conclusion, while I acknowledge that the above cursory observations

have been thrown together, not without some feeling of *esprit de corps*, I can safely assert that I have not thereby been led to consider General Picton's conduct with the eye of prejudice. To his merits as a commander I am willing to give all due credit; I cannot, however, but express my deep regret, that the author of a work written expressly for the purpose of doing justice to his memory should have thought it in any way incumbent on him to pursue a course which cannot be passed in silence without injustice to so many others. The aspersions he repeats as true it would have been infinitely to the credit of General Picton's temper, judgment, and discrimination never to have made. Having in an unguarded moment, unfortunately for himself, been hurried into these, a sense of justice should have led him publicly to retract them, whilst every judicious friend and well-wisher to his memory must feel desirous that his having thrown such aspersions should be buried in oblivion.

I should be sorry to make comparisons that could justly be considered as invidious or uncalled for; I feel myself, however, constrained to say, how different was the conduct of General Sir James Kempt, on assuming the command of the brigade in 1812, who, in addressing the regiment, told them that he should be guided in his opinion of them by his own observations, and not be influenced by any reports he might have heard to its prejudice. Having afterwards such ample opportunity of putting it to the test, I feel confident that I may safely leave their character, discipline, general efficiency, and appearance, as a regiment, to the judgment and testimony of that gallant officer, of General Sir Thomas Brisbane, Sir John Keane, and many other leaders, under whom they served in the late war, all of them, as being, without any disparagement to General Picton's memory, in every way as competent to decide upon these points. M.

A TWELVEMONTH'S CAMPAIGN WITH ZUMALACARREGUI. BY CAPTAIN HENNINGSEN.

These are captivating volumes—the best, beyond comparison, which have appeared on the civil conflicts of the Peninsula. The manly narrative of the Carlist Captain of Lancers, compared by himself to “a rough sketch with charcoal on a guard-house wall,” but rising far above his modest estimate, furnishes some striking lessons, both moral and military. Pursuing the thread of the war from the period of the author's joining Zumalacarregui in the autumn of 1834, and giving in a desultory manner a variety of sketches and antecedent occurrences in the course of the first volume, the story, which abounds in “moving accidents” and all the characteristics of a “Romance of Real Life,” shows by a series of facts that we have been led in this country to underrate the character of the warfare carried on by the Carlists in the North of Spain, and that we have been hitherto without due means of judging of the feats and qualities of the most extraordinary man who has appeared in Spain since the French Revolution applied the steam process to the production of heroes, as eggs are baked into chickens in the stoves of Egypt.

We find in Captain Henningsen's descriptions, which, though wholly inartificial, are vivid and evidently faithful, proofs of long-sighted plans, of sudden resolves and rapid combinations, of desperate fighting, charges *with the bayonet*, severe losses, and wonderful constancy under intense suffering and privation. Unfortunately we have also revolving details of mutual massacres in cold blood. The disinterestedness and enthusiasm of the Carlists, though already appreciated at home, are enhanced by the details thus given to us by a comrade who shared their toils, their perils, and their triumphs, in a chivalrous spirit and with a devotedness that have won him distinction and “golden opinions” from which his present publication will not certainly detract.

Since the days of Viriathus, the Lusitanian shepherd, there is no operation of mountain warfare more remarkable for skill, perseverance, and ultimate

success, than the rapid succession of critical movements by which Zumalacarreui contrived to elude and ultimately destroy the converging and overwhelming columns of Rodil.

We cannot dwell here on the irreparable loss inflicted by the premature fate of Zumalacarreui on the cause he had so vigorously raised and sustained—nor need we speculate on the probability, supported by strong arguments, that had that singular Chief, who seemed born for the peculiar circumstances, survived, Don Carlos would have been at this moment seated on the throne of Spain, of which, without direct intervention, there appears to be still every prospect. The arguments on this subject, in the concluding chapter, place the question in a fair and striking light.

We have already overrun our limits or we should be tempted to offer some extracts: but these volumes will be in everybody's hands, and we have fulfilled our critical functions in tendering our opinion of them. The defect which we find is a want of method, continuity, and dates, chiefly observable in the first volume, which from these causes, coupled with the fact that the writer here plays the part of a compiler more than of a personal narrator, is inferior to the second. A new edition, to which, and to deserved popularity, we have little doubt Captain Henningsen's literary *coup d'essai* will rapidly attain, will afford an opportunity of revision where it may be desirable or practicable.

A COMPARATIVE VIEW OF THE FORM AND CHARACTER OF THE ENGLISH RACER AND SADDLE-HORSE DURING THE LAST AND PRESENT CENTURIES
—WITH 18 PLATES.

There is hardly any subject more attractive to the British nation than the Horse—nor are the race and properties of that noble animal amongst the least important of our national considerations. The horse, till railways supersede him, is the ship of the shore—we borrow the phrase from the East, where the camel is the “ship of the desert”—and John Bull is nearly as partial to him, and with almost equal reason, as to his synonyms afloat. The land ship of Britain may also be said to branch into every variety of hippo-nautical classification, from the majestic horse of war fully manned, armed, and equipped, to the yacht-built craft of Newmarket, scudding like a “Water-witch” for play and pay. The English are consistent in their tastes.

Both under this view, and as a work of art, the quarto before us is alike instructive and interesting. The races and physical character of the British horse, from the first records of racing and improving his breed and capacity in this country more than a century back, are skilfully investigated and compared, and illustrated by rare and capital plates of celebrated horses of the old school, which alone should recommend the work to the virtuoso in horse-flesh. The horse forms a component part of the army; we are, therefore, professionally concerned in his superiority and adaptation to our service. To the cavalry, artillery, and field officers this work will be useful and entertaining; and in recommending to attention the practical suggestions offered in this treatise, especially those on the elementary organization of our cavalry, we are bound to notice with respect some sensible observations on military punishments.

A TABLE OF ARCS, FOR FACILITATING THE COMPUTATION OF THE LATITUDE BY DOUBLE ALTITUDES OF THE PRINCIPAL FIXED STARS. BY CHARLES F. A. SHADWELL, R. N. 1836.

When we opened this brochure we expected from the title-page that it pertained to the usual “double-altitude” principle, or that which requires a second observation of the same object. All that is required in this method is, that the two altitudes of a celestial body should be exactly at a similar lapse of time before and after the meridian passage. But owing to the

uncertainty of the sky it is always so great a risk whether the second or afternoon series of observations can be taken exactly at the times required, that methods of allowing for the elapsed time have been from time to time suggested. Even under favourable circumstances the errors of altitude are liable to be so serious, that the method ought never to be resorted to except where the meridian culmination cannot be obtained.

Under these impressions we were not displeased to find that Mr. Shadwell's work relates, not, strictly to what is nautically known as the "double-altitude" system, but to finding the latitude by taking the altitudes of two stars, off the meridian, at the same time. This problem, by which a critical night position may often be gained, has been hitherto so clogged with operose calculations that it has been seldom resorted to. It is therefore Mr. Shadwell's object to make a "royal road" by tables which facilitate the reductions for twenty years to come.

The Author diffidently "disclaims much originality," but he deserves a praise of perhaps even higher character, namely, that of great clearness, brevity, and utility.

AN HISTORICAL TREATISE ON HOROLOGY. BY E. HENDERSON.
LONDON, 1836.

This is a very interesting and most unassuming résumé of the rise and progress of horology, from the earliest period to the present time. It appears to be merely the "prodromus" to a fuller work upon the same subject, which accounts for the marks of haste which it bears in its present form.

Notwithstanding that the possession of a clock is so general, and its use so habitually necessary, the theory of its action, and the subserviency of its parts to the whole, are but little understood. Yet no instrument has been more the object of ingenuity than the machine in question, and perhaps there is none which has reached its destined effect with greater precision. In tracing the records of antiquity, therefore, for the origin of horological contrivances, Mr. Henderson has managed, in a small space, to place a number of curious facts, from very rare works, before the general reader, and for which he deserves their thanks.

The connexion between this subject and navigation is too obvious to be dwelt upon.

NOTICES TO READERS AND CORRESPONDENTS.

The following query is submitted by a correspondent for solution:—"Required the length of a rope wound round a given right cone from the vertex to the base in N turns at equal intervals?—N.B. The thickness of the rope not to be taken into account."

In reply to the questions of "A Young Reader," we beg to state that, according to the French Military Code, none but a native can serve in the French Army—of course the Royal Prerogative may be exercised to make an exception in special cases. A Frenchman must have passed two years in a military school to be *directly* eligible to the commission of *Sous-Lieutenant*, otherwise he rises from the non commissioned rank of *Sous-Officier*. Purchase does not exist in the French or any other Army but the British.

Mr. Liardet's intelligent pamphlet has received our due attention; but it does not appear to us to contain any topic or argument of a relevant nature which has not been already discussed in this Journal.

"Ferrum" in our next. "Uncle Toby" ditto.

O. S. P., ©, A Veteran, P. M. Y., Old Chip, X. Y. Z., &c., have been received. Several articles are postponed for want of room; others are too late.

EDITOR'S PORTFOLIO;

OR,

NAVAL AND MILITARY REGISTER.

AFFAIRS AT HOME AND ABROAD.

IN the debate upon the Army Estimates, on the 11th ult.,—a discussion, on the whole, satisfactory to those who understand and appreciate the subject,—a motion was introduced by Sir William Molesworth, having for its object to place the Foot Guards on the same footing as the Line. This would be to adopt a downward-tending principle, as subversive of justice and distinction in the military as in the political state. Dr. Johnson described a leveller as one who would pull everybody *down* to *his* level, but raise nobody *up* to it. Let us reverse this illustration of the Art of Sinking, and rather advance the Line to the footing of the Guards, according to the spirited suggestion of Mr. T. Duncombe, whom we are happy to find a *rising* leveller. With respect to the Guards, than whom no Power in the world can produce a more distinguished or meritorious military body, we have long had our own speculations as to their composition and appropriation. Essential to the dignity of the British Monarch and the British Nation, while extremely limited in amount, this force is the reverse of unpopular with the country. That there exists on the part of the Line a jealousy of its *privileges*, wholly unconnected with a petty envy, or any unworthy and unwarranted depreciation of the soldier-like qualities and signal services of their privileged comrades, cannot be disputed;—there is, perhaps, no feeling more notoriously prevalent in the Army—nor is it of an unreasoning or an unfounded nature. We are, from experience, admirers of the Household Troops, whose discipline, conduct, and appearance, under local circumstances peculiarly trying to the steadiness of troops, entitle them to the admiration and respect of their brother-soldiers; and it is on that account that we would recommend some diffusion or limitation of the privileges, or some modification of the organization of this body, which, without, in the least degrading the Guards, would, morally speaking, elevate the Line.

It is objected to the Guards, and we need not now resort to figures to prove facts already demonstrated in our pages, that they produce field and general officers in an overwhelming disproportion to the rest of the Army, and that these officers, prematurely advanced, are in a corresponding preponderance distributed through the commands and governments of the Service at large. For this objection there is a plain and simple remedy;—namely, to limit these advantages in the Guards to the ratio of numbers relatively borne by that body to the Line, or to confine them, as in the Artillery, within their own sphere. From such a limitation, the officers of the war, serving in the Guards, are by right exempt. A full participation in the prospective benefits as in the perils, the privations and the glory of that epoch is their due. Any modification of the system, whether it embrace officers or men.

must date from the termination of the war; and, in any case, we deprecate *retrospective* measures.

With regard to the alleged rapidity of promotion in the Guards, apart from relative numbers and opportunities, our experience does not convince us that it greatly exceeds that of the Line, taking purchase into account in both cases—indeed we could adduce instances of contemporaries, who having attained a certain standing in the former and not choosing to purchase, have reached the rank of Field-officer almost as late as in some corps of the latter; while, certainly, instances of the reverse are numerous—but so they are in the Line, since the peace. We need not cite the fact, that many of the Lieutenant-Colonels from the Guards who have obtained the command of regiments have been amongst the best officers in the Service.

On the subject of Pay, we are persuaded that no officer, or other person, conversant with the matter, objects to the rate enjoyed by the Guards—a rate barely sufficient to meet the increased expenses of a Court residence, and the higher price of commissions.

With regard to the private of the Guards, the distinction as to war or peace is still more applicable to him than to the officer. The race who “roughed it” to Corunna, and went “at them” at Waterloo, are regimentally extinct, and their successors have been exempt from the ravages of climate or the sword, and the prolonged exile and multiplied risks of Colonial Service. The Guards perform their restricted duties with exemplary efficiency and fidelity; but they complete their career and attain their pensions with a regularity and comparative security, signally illustrative of the favourable effects of the exemptions to which we have alluded. The ratio of Guardsmen, who terminate their service and obtain pensions, is as 800 in 1000; while the proportion of soldiers of the Line, who reach the same point, is about 200 in 1000!

We think existing jealousies might be advantageously reconciled, and a suitable and timely medium established of promoting moral influence amongst the troops, by constituting the Guards, in addition to their present honourable functions and privileges, a *Corps d'Elite*, or Legion of Merit; to which non-commissioned officers and soldiers of meritorious conduct and service, from the different corps of the Army, might be appointed, with special advantages. The *principle* was, in fact, established in the higher grades when, at the recommendation of the Duke of Wellington, at the close of the War, a number of distinguished officers of the Peninsular Army were appointed to vacant companies in the regiments of Guards. In this body corporal punishment might be disused, and degradation or exclusion for misconduct be substituted. In addition to an annual public grant, the accumulation of fines and, perhaps, a limited subscription, might form a fund for gratuities or the increase of retiring pensions to enable the *emeritus* veteran to pass the evening of his days in competence and comfort.

We do not, however, propose at present to press details or to meet possible objections; our object is to suggest the *principle*, which we certainly think worth consideration. If the ranks of the Guards were thus gradually composed, holding out to the Army at large an object of emulation, all jealousy of privileges, whether well or ill-founded, would, no doubt, disappear, and the Line would, to a certain extent, be raised to a level with the Guards.

We can only, at present, advert to the Report of the Commissioners for inquiring into Military Punishments, which we give entire in our present Number. It is, in substance, just what we had anticipated; and, with the evidence, which is bulky, and contains an immense mass of information, forms the most important document to the interests of the Service which has been digested in these times. We shall offer extracts from the evidence in future Numbers, and for the present direct attention to some suggestions on the same subject which we give elsewhere.

A communication, connected with this Commission, has just been addressed to us by Major Pringle Taylor, an officer referred to in the evidence and Report. We give it here.

MR. EDITOR,—My attention has been called by several of my military friends to that part of the Duke of Wellington's evidence before the Military Commission, which is condemnatory of the system of minor punishments in the Army, and in which his Grace refers to a paper then before the Commission, which he had written upon the case of a commanding officer, who carried into execution those different modes of punishment, and who undoubtedly contrived to excite a mutiny. His Grace states that he was obliged to treat him a little harshly, for he had inflicted all sorts of punishments, and the affair ended by the battalion firing their buttons upon him.

The Commission attached so much importance to this statement, that they specially notice it in their Report, in favour of the continuance of corporal punishment.

Such importance having been attached to it, I feel myself called upon to come forward to correct the erroneous impression they have received from the Duke of Wellington's evidence, as I cannot but see that I am the commanding-officer alluded to by his Grace.

The facts of the case are simply these:—I assumed command of the Depot 95th regiment, at Sunderland, on the 5th of April, 1827, and found my men in a very bad state of discipline, one proof of which was, that they had been near killing my Adjutant, before I joined, by firing at him with a pebble resembling a musket bullet. In conformity with the commands of my Lieutenant-Colonel, I had recourse to the system of minor punishments practised in my regiment, for the lesser faults of which my men were guilty; and those to which I *actually* resorted have been since sanctioned generally, and directed to be observed in the Horse Guards Circular of the 24th of June, 1830. I have no means in my power of ascertaining the exact dates on which corporal punishments were inflicted by sentences of Courts-martial, but on or about the 30th of April, and 4th May, two instances in which it was carried into effect occurred. Immediately afterwards (on the 7th of May) my men fired at me and hit me on the public parade three several times with buttons and pebbles, when they also again shot at my Adjutant.

This outbreak of insubordination I attribute to the very improper manner in which the depot was formed; to their having had so many changes in their commanding officers in that short time; to their having been quartered only at Sunderland, where the populace encouraged them in insubordination; to their never having had, during that time, the advantage of being with other troops, and of learning what is usually required of soldiers; to their having been relieved from nearly all the restraints of drill and of duty; and to their emancipation for a considerable period, immediately preceding my taking the command, from almost all punishments of every description;—to these causes, and to the necessity of my establishing order and discipline by the only measures to which I had the power of resorting, do I attribute this outbreak, and not to my system

of minor punishments, or to the measures of corporal punishments, to which I had so recently been obliged to have recourse.

In about eight or nine days after this mutinous conduct, my depôt was reviewed and inspected by the Major-General of the district (Lord Harris), who inquired minutely into the circumstances, and into the measures I pursued during my command; and as a self-justification I may be allowed to state that my conduct met with his Lordship's approbation. And I may be allowed to add, that as there was no Commander-in-Chief at that time, the circumstances were brought to the notice of the King, by the Lieutenant-General of the district (Lord Strafford); and his Majesty commanded the Adjutant-General in his reply, dated 19th of June, 1827, to state, "It would appear that a spirit of insubordination existed in this depôt, when Major Taylor assumed the command, and that this spirit has been effectually repressed by the decided, and it is fair to presume necessary, measures to which the Major has resorted."

The case, as the Duke of Wellington stated in his evidence, is certainly "very curious," and the influence of the measures which his Grace was induced to take has been most disastrous to my private and professional prospects.

The whole circumstances form a small pamphlet, which I have published, entitled "A Narrative Touching Military Punishments, Discipline, Censure, &c., as exemplified in his own," and to which, as the author, my name is appended: it is to be had of Messrs. Cookes and Olivier, 59, Pall-Mall.

By your affording a place in your valuable Journal to this hurried communication, you will much oblige,

Sir, your most obedient humble servant,

PRINGLE TAYLOR, Major, H. P. U. at.

United Service Club, 26th of March, 1836.

The fifth anniversary meeting of the members of the United Service Museum took place on the 5th ult., and the state of the Institution, as detailed in the Report of the Council, proved satisfactory to the meeting. Sir Hussey Vivian presided; and the usual proceedings for the election of new members of the Council, &c. were completed with unanimity. Whatever defects may have been chargeable to the management of this Institution, we have reason to believe that the strongest disposition exists on the part of the managers to remove any reasonable grounds for dissatisfaction, and to spare no exertion to accomplish, to the fullest possible extent, the purposes for which it was established. The United Service Museum may already be classed amongst the most interesting establishments of its kind in the metropolis. The Report of the Council, with the Laws as amended, will be found under the cover of our present Number.

We refer to the Estimates for the service of the Navy and Army, and to our Port-Letters for the details of both branches, and for information on the fitting out and manning of ships, in conformity with the augmentation of 5000 seamen, and a proportionate number of vessels, which has been sanctioned by Parliament.

We have received the following from the Mediterranean:—

MR. EDITOR.—Having seen a paragraph in a weekly newspaper, the Naval and Military Gazette, of November 28th, 1835, that in a trial of sailing the Columbine in a few hours had run the Favourite out of sight, I beg to send you a statement made at the time, and request that you will

insert it in your valuable Journal, as it will prove the incorrectness of the report, and give a true account of the trial, instead of an exaggerated notice, which the best friends of Capt. Symonds would not desire to see.

AN OFFICER OF THE FAVOURITE.

Trial of sailing by the wind between the Favourite and the Columbine, on Sept. 3d. 1835.

Sept. 3, 1835, 2^h 15' P.M.—Made all sail by the wind, head to the westward; wind steady at N.N.W., and a heavy swell from the N.W. Columbine W.S.W. $\frac{1}{2}$ mile.—2 40. In bysals.—3 45. Columbine W. by S. $\frac{1}{2}$ S. about $1\frac{1}{2}$ miles, breeze freshening. In 1st reefs.—4 15. Fresh breeze and heavy sea. Columbine tacked, bearing W. by S. Favourite's rate of sailing 6 knots.—4 40. Columbine tacked, bearing N. by E. $\frac{1}{2}$ E. $2\frac{1}{2}$ miles.—5. Columbine took in top-gallant sails, split our jib, bent another and set it.—5 30. In 2nd reefs, having split our fore and mizen topsails.—6. Strong breezes and fine, Columbine N. by E. $2\frac{1}{2}$ miles.—6 30. In top-gallant sails.—7 30. Columbine N. by E. $2\frac{1}{2}$ miles.—8 30. Heavy squalls, up mainsail, down jib, Columbine N. by E. $\frac{1}{2}$ E. $2\frac{1}{2}$ miles.

In this trial of sailing by the wind, during the first three hours, the wind being moderate, the Columbine gained half-a-mile per hour to windward of the Favourite; but from 5 15 P.M. to 8 30 P.M. the Columbine had rather the disadvantage, as a reference to the bearings and distances above will show. The Columbine did not hold so good a wind as the Favourite, but fore-reached considerably. During the last three hours the wind was strong with heavy squalls, and a considerable sea running. The Favourite outcarried the Columbine, the latter being obliged to take in her third reefs. The Favourite appeared drier and easier under a press of sail. Ship's head steady at W.

The strictures of the Duke of Wellington in the House of Lords, on Friday, the 18th ult., on the employment of the "British Auxiliaries" in Spain, have given the *coup de grace* to that motley and unfortunate Force. Their presence has inextricably embarrassed the question of neutral interference, has forfeited all influence on the part of the British Government with Don Carlos, and restored the system of sanguinary retaliation which had been suspended by the mission of Lord Eliot. They have as yet done nothing for the party they serve; and their continued presence will only encumber the revolutionary cause, and obstruct the restoration of tranquillity in Spain. Capt. Henningsen, in his personal Narrative, noticed in our present Number, has placed the merits of this contest in their true light, and shown the real state of feeling and parties in that country. To the trickery and cold-blooded system of stock-jobbing must, in fact, be ascribed a large share of the bloodshed and desolation which afflict the North of Spain; and the inevitable ravages of a civil war, thus fomented, have been aggravated by the savage and intolerant spirit of that turbulent faction which, in mockery of meaning, styles itself "*liberal*!" Having exhausted the resources of ordinary cruelty, the enlightened Christino has recourse to refinements of barbarity;—the taste of human flesh, indulged in, however incredible, by the assassins of Juan O'Donnell, appears to have whetted the "*liberal*" appetite for a more piquant dish, and the slaughtered corpse of an aged woman, mother of Cabrera, a Carlist chief, was the sop with which it has been gorged by the "monster" Mina! We blush for those who hire themselves to such a cause, and for the Government which aids it by a lavish expenditure of British treasure, in the shape of "warlike stores."

MR. EDITOR,—In a former number of your useful Journal, you were good enough to give a description of my percussion hand-grenade, which I invented as far back as 1824. I now beg to say that it appears from dispatches received from Sir Benjamin D'Urban, that he directs the general use of my grenades in the late war with the Caffres. The approving judgment of so experienced and distinguished an officer is very satisfactory to me, and I am of opinion that these arms would prove very efficient in our extensive East India possessions, where there is always something to do. I have already shown the practical use of them to all the cadets at the Honourable East India Company's Military Seminary at Addiscombe. Models of the grenade have been for some time exhibited in the United Service Museum.

Your obedient servant,

United Service Club, 7th March, 1836.

J. NORTON.

* * The Ordnance having, we believe, decided upon introducing the percussion lock, it may be useful to suggest that the present nipples in percussion fire-arms being formed with a conical point, the consequence is, that the outer circle of the priming in the cap escapes outside the nipple, and only the centre portion is driven in: by making the nipple with a flat surface, and the orifice a little countersunk, almost the entire of the fire from the cap is forced into the charge.—ED.

With reference to the Court-martial on Lieut.-Col. A. H. Dickson, of the 40th regiment, it appears that, in consequence of the recommendation of the Court, his Majesty was graciously pleased to restore that officer to his rank, to enable him to retire from the Service by the sale of his commission, which was effected in the Gazette of Feb. 19.

ABSTRACTS OF PARLIAMENTARY PROCEEDINGS CONNECTED WITH THE NAVY AND ARMY.

HOUSE OF COMMONS. Feb. 8.

Lord Howick, in answer to a question from Mr. Hume, stated that the Order of Lord Hill, on the subject of Orange Lodges, applied only to officers on actual service. Officers not on full pay were neither subject to the provisions of the Mutiny Act, nor could they be brought to Courts-martial for the infraction of any Order issued by the Commander-in-Chief.

February 12.

Mr. Hume, in referring to the General Order regarding officers who persevered in attending Orange Lodges, moved for a Return of the names of officers not on full pay or liable to trial by Court-martial, who have been dismissed the Army for attending Orange Lodges. After some discussion, Lord Howick suggested that "number in each year" should be substituted for "names," with which alteration the motion was adopted.

Thursday, 25th Feb.

Mr. Lennard moved for a return of the number of soldiers who have suffered either corporal punishment or imprisonment, and whether corporal punishment has been inflicted on the same person more than once, specifying how often it has been so inflicted.—Mr. C. Fergusson and the Chancellor of the Exchequer wished that the subject should not be discussed now, as it had been investigated by a commission, and as Government expected to have the Report of that commission in the course of a week, it should then be printed. The motion was ultimately agreed to. A return of the punishments inflicted on the Marines who had recently died after having been flogged was also ordered.

NAVY ESTIMATES.

	Gross Estimate for the year 1836-7.	Gross Estimate for the year 1836-7.
Wages to Seamen and Marines, to the Ordinary and Yard Craft	£933,054	£1,071,382
Victuals for do.	422,216	488,457
Admiralty Office	108,814	110,302
Navy Pay Office	22,183	..
Scientific Branch	24,590	26,320
H.M.'s Establishments at Home	118,547	118,214
H.M.'s Establishments Abroad	22,661	21,826
Wages to Artificers, &c., employed in H.M.'s Estab- lishments at Home	350,612	349,661
Wages to Artificers, &c., employed in H.M.'s Estab- lishments Abroad	25,745	24,335
Naval Stores, &c., for the Building and Repair of Ships, Docks, Wharfs, &c.	383,130	431,000
New Works and Improvements in the Yards, &c.	106,268	106,091
Medicines and Medical Stores	23,000	21,000
Miscellaneous Services	49,450	77,981
Total for the Effective Service	£2,590,320	2,846,619
Half-pay to Officers of the Navy and Royal Marines	820,103	813,984
Military Pensions and Allowances	534,695	542,570
Civil Pensions and Allowances	220,642	210,527
Total for the Naval Service	£4,164,760	4,413,701
For the Service of other Departments of Government:—		
Army and Ordnance Departments (Conveyance of Troops, &c.)	£169,450	169,350
Home Department (Convict Service)	100,573	106,600
Grand Total	£4,434,783	4,689,651
	MINTO.	DALMEY.

ABSTRACT of the Estimates of Effective Army Services for 365 Days, from 1st April, 1836, to 31st March, 1837.

SERVICES.	NUMBERS.						CHARGE.
	Horses.	Officers.	Non-Com- missioned Officers, Trumpet- ers, and Drum- mers.	Rank and File.	ALL RANGES. According to Es- tablishment.	Numbers to which the Force has been reduced by Casualties	
Land Forces { In the United Kingdom & in the Colonies	5914	4323	6142	70,354	89,353	81,319	£. s. d. 3,109,557 6 10
Staff Officers { In the East Indies.	2804	1116	1316	17,288	19,720	19,720	691,133 2 5 134,684 8 5 58,233 5 0 17,923 11 9
Public Departments							14,844 15 8
Royal Military College							106,211 6 8
Royal Military Asylum and Hibernian School							
Volunteer Corps							
Deduct the number of Horses and Men of Regiments in India, and charge defrayed by the East India Company	8718	5639	7759	87,642	109,075	101,028	4,151,587 9 9
	2804	1116	1316	17,288	19,720	19,720	691,163 2 5
	5914	4523	6442	70,354	89,353	81,319	3,460,454 17 4

ABSTRACT of the Estimates of Non-Effective Army Services from 1st April, 1836,
to 31st March, 1837.

SERVICES.	Numbers of Officers and Men.	CHARGE.	Appropriations in Aid, as detailed in each Estimate.	Amount to be Provided.
		£. s. d.	£. s. d.	£. s. d.
Rewards for Military Services . . .		16,311 13 4		16,311 13 4
Army Pay of General Officers . . .	227	106,000 0 0		106,000 0 0
Full Pay for Retired Officers . . .	477	51,500 0 0		71,500 0 0
Half-Pay and Military Allowances . . .	5,435	566,000 0 0		566,000 0 0
Foreign Half-Pay . . .	651	75,700 0 0		75,760 0 0
Widows' Pensions . . .		148,990 0 0		148,990 0 0
Compassionate Allowances, Bounty Warrants, & Pensions for Wounds } In-Pensioners of Chelsea and Kilmainham, and Out-Pensioners of Chelsea Hospital } Superaunuation Allowances . . .	79,500	1,337,050 16 1	49 17 1	1,337,000 19 0
		47,965 13 7	142 5 9	47,823 7 10
Numbers and Charge to 31st March, 1837 . . .	86,293			
Amount to be provided to 31st March, 1837 . . .		2,523,578 3 0	192 2 10	2,523,346 0 2.

MEMORANDUM.—By the Act 4 Geo. IV., c. 71, a sum of 60,000*l.* per annum is paid into his Majesty's Exchequer by the East India Company on account of the Charge for Retiring Pay and Pensions, and other expenses of that nature arising in respect of his Majesty's Forces serving in India. This sum is applied annually towards the general expenses of the State.

War Office, 16th Feb. 1837.

H. WICK.

ORDNANCE ESTIMATES.

ORDINARY:—

	1835-6.	1836-7.
Civil Establishments (Tower, Pall Mall, and Dublin)	£71,193	£67,096
Departments, Woolwich . . .	8,206	8,181
Salaries at Home Stations . . .	11,581	13,800
Ditto at Out-Stations in Ireland and Foreign Stations	27,983	27,778
Ditto Barrack Masters, &c., at Home, in Ireland, and Abroad . . .	35,477	33,968
Master Gunners . . .	4,459	4,447
Royal Engineers, and Sappers and Miners . . .	74,934	73,821
Royal Regiment of Artillery . . .	275,445	274,496
Horse Artillery, &c. . .	35,962	36,045
Field Train . . .	604	602
Medical Establishment . . .	10,040	10,129
Academical Establishment . . .		
Total of the Ordinary . . .	£559,184	550,453

EXTRAORDINARIES:—

Charge for the Superintendence of Ordnance Works and Repairs, Great Britain, Ireland, and the Colonies . . .	30,888	29,240
Ordnance Works and Repairs, and Storekeepers' Expenditure, in Great Britain, Ireland, and the Colonies . . .	147,829	132,672
Charge for the Superintendence of the Building and Repair of Barracks, in Great Britain, Ireland, and the Colonies . . .	28,216	29,240
Building and Repair of Barracks in Great Britain, Ireland, and the Colonies . . .	122,058	111,526
Barrack-Masters' Expenditure, Allowances to Barrack-Masters; and lodging Money to Officers in Great Britain, Ireland, and the Colonies . . .	64,011	57,753

Military, Civil, and Barrack Contingencies	£131,932	131,113
Stores { Ordnance	65,000	75,000
{ Military Store Branch		
On Account for Stores for the Year ending 31st March, 1838, required for Foreign Works and Repairs, and which will be deducted from the Vote for that Year in the same way as the Vote of the last is deducted from the Estimate of this Year	20,000	20,000
Total of the Extraordinaries	£609,934	586,541
Unprovided for Services as stated	1,600	5,418
Superannuated	164,258	159,617
Commissariat Supplies	161,083	141,417
To be Expended	£1,496,059	1,443,449

NEW SCALE OF PRIZE-MONEY.

At the Court held on 3rd February, at St. James's, the Proclamation for the Distribution of Prize-Money arising from the seizure of smugglers and slavers, dated 19th March, 1834, was annulled, and the following is to be the scale of distribution in future:—Flag Officers, *one-sixteenth of the whole*. Captains and Commanders, *one-eighth part of the remainder*; or if they be not serving under a Flag Officer, *one-eighth part of the whole*. That the remainder be divided into shares, and distributed as under:—Sea-Lieutenants, Field Officers and Captains of Marines or Land Forces, Master and Physician of the Fleet, and Masters, *ten shares each*. Subalterns of Marines and Land Forces, Secretaries, Chaplains, Surgeons, Purser, Mates, Second Masters, Gunners, Boat-swains, Carpenters, and First Engineers, *six shares each*. Assistant-Surgeons, Midshipmen, Masters' Assistants, Schoolmasters, Junior Engineers, Clerks, Masters-at-Arms, Coxswains, Quartermasters, Boatswains', Gunners', and Carpenters' Mates, Captains of the fore-castle, hold, fore and main tops, coxswain of launch, sail and rope makers, caulkers, armourers, serjeants, pilots, *three shares each*. Ships' cooks and Corporals, Captains of the mast and after-guard, yeomen of signals, coxswain of the pinnace, sailmakers, caulkers, and armourers' mates, coopers and Corporals of Marines, *two shares each*. Gunners, carpenters, sailmakers, and coopers' crews, seamen gunners, able and ordinary seamen, yeoman of store-room, stokers, privates and fifers of Marines above seven years' service, *one share each*. Cooks' and stewards' mates, barber, pursers', Captains', gun, wardroom, and young gentlemen's stewards, gun, wardroom, young gentlemen's cooks, landsmen, or boys of first class, privates and fifers under seven years' service, *two-thirds of a share each*. Volunteers and boys of second class, *one-third each*. When Captains and Commanders share together, Captains to have double the amount of Commanders. Commanders doing duty of First Lieutenant, to share as other Commanders. Lieutenants commanding small vessels, when not in company of a Captain or Commander, to share as a Captain. Clerk in charge to share as a Purser, unless a Purser be in company, when he is to share as a Clerk only. Supernumeraries to share in their respective ranks. The proclamation is of great length, but the above is the main substance of it, the remainder is mere matter of regulation. By the above the Captain's share is reduced from a sixth to an eighth. All Lieutenants will in future share alike with Field Officers, if any, and will receive ten times as much as an able seaman, instead of nine times as much by the former scale of distribution. The second class is also a little increased—Mates and Masters are put into this class. The two next classes are also a little increased.

STATIONS OF THE BRITISH ARMY ON 1ST APRIL, 1836.

[Where two places are mentioned, the last named is, that at which the Depôt of the Regt. is stationed.]

- 1st Life Guards—Regent's Park.
 2nd do.—H. do. Park.
 Royal Horse Guards—Windsor.
 1st Dragoon Guards—Birmingham.
 2nd do.—Dublin.
 3rd do.—Longford.
 4th do.—Brighton.
 5th do.—Edinburgh.
 6th do.—York.
 7th do.—Dublin.
 1st Dragoons—Newbridge.
 2nd do.—Leeds.
 3rd do.—Cork.
 4th do.—Bombay.
 6th do.—Friswich.
 7th Hussars—Nottingham.
 8th do.—Hounslow.
 9th Lancers—Cuscutry.
 10th Hussars—Glasgow.
 11th Light Dragoons—Bengal.
 12th Lancers—Dorchester.
 13th Light Dragoons—Madras.
 14th do.—Longford.
 15th Hussars—Cahir.
 16th Lancers—Bengal.
 17th do.—Manchester.
 Grenadier Guards [1st batt.]—Dublin.
 Do. [2nd battalion]—Wellington B.
 Do. [3rd battalion]—Portman B.
 Coldstream Guards [1st batt.]—Knightsbridge.
 Do. [2nd battalion]—The Tower.
 Sc. Fusilier Guards [1st batt.]—St. George's B.
 Do. [2nd battalion]—Windsor.
 1st Foot [1st battalion]—Templemore.
 Do. [2nd battalion]—Enniskillen; ordered to Canada.
 2nd do.—Bombay; Chatham.
 3rd do.—Bengal; Chatham.
 4th do.—New South Wales; Chatham.
 5th do.—Malta; Dover.
 6th do.—Bombay; Chatham.
 7th do.—Gusport.
 8th do.—Jamaica; Buttevant.
 9th do.—Mauritius, ord. to Bengal; Sheerness.
 10th do.—Ionian Isles; Brecon.
 11th do.—Ionian Isles; Waterford.
 12th do.—Dublin.
 13th do.—Bengal; Chatham.
 14th do.—West Indies; Dublin.
 15th do.—Canada; Armagh.
 16th do.—Bengal; Chatham.
 17th do.—N. S. Wales; Chatham.
 18th do.—Aithlone.
 19th do.—West Indies; Stockport.
 20th do.—Bombay; Chatham.
 21st do.—Van Diemen's Land; Chatham.
 22nd do.—Jamaica; Hull.
 23rd do.—Manchester.
 24th do.—Canada; Cork.
 25th do.—W. Indies, ord. home; Cork.
 26th do.—Bengal; Chatham.
 27th do.—Cape of G. Hope; Nough.
 28th do.—N. S. Wales; Chatham.
 29th do.—Mauritius; Tralee.
 30th do.—Bermuda; Limerick.
 31st do.—Bengal; Chatham.
 32nd do.—Canada; Plymouth.
 33rd do.—Dublin.
 34th do.—America; Carlsruhe.
 35th do.—Fermoy.
 36th do.—W. Indies; Plymouth.
 37th do.—Jamaica; Plymouth.
 38th do.—Bengal; Chatham.
 39th Foot—Madras; Chatham.
 40th do.—Bombay; Chatham.
 41st do.—Madras; Chatham.
 42nd do.—Ionian Isles, ord. home; Fort George.
 43rd do.—America; Clonmel.
 44th do.—Bengal; Chatham.
 45th do.—Madras; Chatham.
 46th do.—Belfast.
 47th do.—Gibraltar; Castletown.
 48th do.—Bolton.
 49th do.—Bengal; Chatham.
 50th do.—New South Wales; Chatham.
 51st do.—Dublin.
 52nd do.—Cork, ord. to Gibraltar.
 53rd do.—Malta, ord. to Corfu; Fermoy.
 54th do.—Madras; Chatham.
 55th do.—Madras; Chatham.
 56th do.—Jamaica; Sunderland.
 57th do.—Madras; Chatham.
 58th do.—Ceylon; Plymouth.
 59th do.—Gibraltar, ord. to Malta; Portsmouth.
 60th do.—[1st batt.]—Malta, ord. to Corfu; Newcastle.
 Do. [2nd batt.]—Gibraltar; Clare Castle.
 61st do.—Ceylon; Portsmouth.
 62nd do.—Madras; Chatham.
 63rd do.—Madras; Chatham.
 64th do.—Jamaica; Stirling.
 65th do.—W. Indies; Chatham.
 66th do.—Canada; Plymouth.
 67th do.—W. Indies; Kinsale.
 68th do.—Gibraltar; Portsmouth.
 69th do.—W. Indies; Sheerness.
 70th do.—Gibraltar, ord. to Malta; Portsmouth.
 71st do.—Edinburgh.
 72nd do.—Cape of Good Hope; Londonderry.
 73rd do.—Ionian Isles; Naas.
 74th do.—West Indies; Omagh.
 75th do.—Cape of Good Hope; Wexford.
 76th do.—W. Indies; Paisley.
 77th do.—Dublin.
 78th do.—Ceylon, ord. home; Galway.
 79th do.—Canada; Aberdeen.
 80th do.—Chatham, ord. to N. S. Wales.
 81st do.—Fermoy, ord. to Gibraltar.
 82nd do.—Kilkeenny.
 83rd do.—America; Boyle.
 84th do.—Jamaica; Fermoy.
 85th do.—Cork, ord. to America.
 86th do.—W. Indies; Cusnel.
 87th do.—Mauritius; Chatham.
 88th do.—Ionian Isles, ord. home; Youghal.
 89th do.—West Indies; Diagheda.
 90th do.—Ceylon; Cork.
 91st do.—St. Helena; Mullingar.
 92nd do.—Gibraltar, ord. for Malta; Perth.
 93rd do.—Dublin.
 94th do.—Limerick.
 95th do.—Birr.
 96th do.—Glasgow.
 97th do.—Ceylon, ord. home; Portsmouth.
 98th do.—C. of G. H., ord. home; Devonport.
 99th do.—Mauritius; Gosport. [Jersey.
 Rifle Brig. [1st batt.]—America, ord. home;
 Do. [2nd batt.]—Ionian Isles; Guernsey.
 Royal Staff Corps—Hythe.
 1st West India Regiment—Trinidad, &c.
 2nd do.—New Providence and Honduras.
 Ceylon Rifle Regiment—Ceylon.
 Cape Mounted Riflemen—Cape of Good Hope.
 Royal African Colonial Corps—Sierra Leone.
 Royal Newfoundland Veteran Comp.—Newfd.
 Royal Malta Fencibles—Malta.

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STATIONS OF THE ROYAL NAVY IN COMMISSION 1st APRIL, 1836.

- Actæon, 26, Capt. Lord Edward Russell, South America.
 Ætna, sur. v. 6, Capt. A. T. E. Vidal, Coast of Africa.
 African, st. v. Lieut. J. West, Mediterranean.
 Algoline, 10, Lieut. W. S. Thomas, East Indies.
 Andromæthe, 28, Capt. H. D. Chads, C.B. East Indies.
 Asia, 84, Capt. W. Fisher, Sheerness.
 Astræa, 6, Capt. J. Clavell, Falmouth.
 Baltham, 50, Capt. A. L. Corry, Mediterranean.
 Basilisk, 6, Ketch, Lieut. G. G. Macdonald, S. Amer.
 Beacon, 8, sur. v. Com. H. Copeland, Mediter.
 Beagle, 10, Com. R. Fitzroy, South America.
 Bellerophon, 80, Capt. Samuel Jackson, C.B. Portsmouth.
 Belvidera, 42, Capt. C. B. Stroug, West Indies.
 Bermuda, yacht, Capt. Sup. Sir T. Usher, Kt. C.B. K.C.H. Bermuda.
 Blonde, 46, Capt. F. Mason, C.B. South America.
 Britannia, 120, Adm. Sir Thos. Williams, G.C.B.; Capt. E. R. Williams, Portsmouth.
 Britomart, 10, Lieut. W. H. Quin, Coast of Africa.
 Buzzard, 10, Lieut. Campbell, Coast of Africa.
 Caladonia, 120, Vice-Admiral Sir Josias Rowley, Kt. K.C.B., Capt. G. B. Martin, C.B., Mediter.
 Camelion, 10, Lieut. J. Brailley, Lisbon.
 Canopus, 84, Capt. Hon. J. Percy, C.B. Mediter.
 Cairon, st. v. Lieut. W. Dow, Woolwich.
 Castor, 36, Capt. Rt. Hon. Lord J. Hay, particular service.
 Ceylon, 2, Lieut. J. G. M'Kenzie, rec. ship, Malta.
 Champion, 18, Com. R. Fair, K.H., W. Indies.
 Charybdis, 3, Lieut. S. Mercer, Coast of Africa.
 Chatham, yacht, Capt. Sup. Sir J. A. Gordon, K.C.B. Chatham.
 Childers, 16, Com. Hon. H. Keppel, Mediter.
 Cleopatra, 26, Capt. Hon. G. Grey, S. America.
 Clio, 16, Com. W. Richardson, Mediterranean.
 Cockatrice, 6, Lieut. W. L. Rees, S. America.
 Cockburn, 1, Lieut. C. Holbrook, Kingston, Lake Ontario.
 Columbine, 18, Com. T. Henderson, Mediter.
 Comus, 18, Com. W. P. Hamilton, W. Indies.
 Confidence, st. v. 2, Lieut. J. M. Waugh, Mediterranean.
 Cornwallis, 74, Capt. R. W. G. Festing, Plymouth.
 Cove, Capt. J. C. Ross, particular service.
 Cruiser, 16, Com. R. A. Willis, W. Indies.
 Curlew, 10, Lieut. E. Norcott, Coast of Africa.
 Dec, st. v. 4, Com. W. Ramsay, W. Indies.
 Delight, 10, Lieut. J. Moore (b), Chatham.
 Dublin, 50, Rear-Adm. Sir G. E. Hamond, Bart., K.C.B., Capt. G. W. Willes, S. America.
 Edinburgh, 74, Capt. J. R. Dacres, Mediter.
 Endymion, 50, Capt. Sir S. Roberts, Kt. C.B. Lisbon.
 Espoir, 10, Lieut. C. W. Riley, Falmouth.
 Excellence, 76, Capt. T. Hastings, Portsmouth.
 Fair Rosamond, sch. Lieut. G. Rose, Coast of Africa.
 Fairy, 10, sur. v. Com. W. Hewett, Woolwich.
 Favonite, 18, Com. G. R. Mundy, Mediterranean.
 Flamer, st. v. Lieut. J. M. Potbury, W. Indies.
 Forester, 3, Lieut. G. G. Miall, Coast of Africa.
 Forte, 14, Capt. W. O. Pell, West Indies.
 Gannet, 16, Com. J. B. Maxwell, West Indies.
 Griffon, 3, Lieut. J. E. Paribb, Coast of Africa.
 Harpy, 10, Lieut. Hon. G. R. A. Clements, W. Indies.
 Harrier, 18, Com. W. H. H. Carew, S. America.
 Hastings, 74, Rear-Admiral Sir W. H. Gage, K.C.H., Capt. H. Shiffner, Lisbon.
 Hercules, 74, Capt. M. F. Berkeley, Chatham.
 Hermes, st. v. Lieut. W. S. Bryant, Woolwich.
 Hornet, 6, Lieut. E. R. Coghlan, South America.
 Howe, 120, Vice-Adm. Hon. C. E. Fleming, Capt. A. Ellice, Sheerness.
 Hyacinth, 18, Com. F. P. Blackwood, E. Indies.
 Jæsur, 16, Com. J. Mackett, Mediterranean.
 Jupiter, 38, Capt. Hon. F. W. Grey, E. Indies.
 Lark, 4, sur. v. Lieut. E. Barnett, W. Indies.
 Larne, 18, Com. W. S. Smith, West Indies.
 Leveret, 10, Lieut. C. Bosanquet, Plymouth.
 Lightning, st. v., Lieut. Jas. Shambler, Woolwich.
 Lynx, 3, Lieut. H. V. Huntley, Coast of Africa.
 Magicienne, 24, Capt. G. W. St. John Mildmay, Lisbon.
 Magnificent, 4, Lieut. J. Paget, Jamaica.
 Malabar, 74, Capt. Sir W. A. Montagu, C.B. K.C.H., Lisbon.
 Medea, st. v. Com. H. T. Austin, Mediter.
 Melville, 74, Vice-Admiral Sir Peter Halkett, G.C.H.; Capt. P. J. Douglas, S. America and W. Indies.
 Meteor, st. v. Lieut. G. W. Smith, W. Indies.
 Minden, 74, Capt. A. R. Sharpe, C.B. Plymouth.
 Minutus, 10, Lieut. W. Crooke, Lisbon.
 Nimrod, 20, Com. J. Fraser, W. Indies.
 North Star, 23, Capt. O. V. Harcourt, S. America.
 Onestus, 18, Com. J. F. Newell, Mediter.
 Pearl, 30, Com. H. Nurse, particular service.
 Pelican, 16, Com. R. Popham, Coast of Africa.
 Pembroke, 74, Capt. Sir Thos. Fellowes, Kt. C.B. Portsmouth.
 Phoenix, st. v. Com. W. H. Henderson, Lisbon.
 Pickle, 5, Lieut. A. G. Bulman, W. Indies.
 Pike, 12, Lieut. Com. A. Brooking, W. Indies.
 Plato, st. v. Lieut. J. Duffin, Woolwich.
 Plymouth, yacht, Capt. Sup. C. B. H. Ross, C.B. Plymouth.
 Portland, 52, Capt. D. Price, Mediterranean.
 Portsmouth, yacht, Adm. Sup. Sir F. L. Maitland, K.C.B. Lieut. W. M'Ilwaine, Portsmouth.
 President, 52, Vice-Adm. Sir Geo. Cockburn, G.C.B.; Capt. Jas. Scott, N. American and W. India Station.
 Prince Regent, yacht, Capt. G. Tobin, C. B., Deptford.
 Pylades, 18, Com. W. L. Castle, Coast of Africa.
 Quail, 4, Lieut. P. Bisson, Lisbon.
 Racehorse, 18, Com. Sir J. E. Homo, Bt. West Indies.
 Racer, 16, Com. J. Hope, West Indies.
 Rainbow, 28, Capt. T. Bennett, West Indies.
 Raleigh, 16, Com. M. Quin, East Indies.
 Rapid, 10, Lieut. F. Patten, S. America.
 Rattlesnake, 28, Capt. W. Hobson, E. Indies.
 Raven, sur. v. 4, Lieut. G. A. Bedford, C. of Africa.
 Revenge, 78, Capt. W. Elliott, C.B. K.C.H., Mediterranean.
 Ringdove, 16, Com. W. F. Laidge, Lisbon.
 Rodney, 22, Capt. Hyde Parker, Mediter.
 Polla, 10, Lieut. F. H. H. Glasce, Coast of Africa.
 Rose, 18, Com. W. Barrow, East Indies.
 Rover, 18, Com. Chas. Eden, South America.
 Royal Adelaide, 104, Adm. Sir W. Hargood, G.C.B., G.C.H.; Capt. G. T. Falcon, Plym.
 Royal George, yacht, Capt. Rt. Hon. Lord A. Fitzclarence, G.C.H. Portsmouth.
 Royal Sovereign, yacht, Capt. Sup. Sir C. Bullen, C.B. K.C.H., Pembroke.
 Royalist, 10, Lieut. C. A. Ballow, Plymouth.
 Russell, 74, Capt. Sir W. H. Dillon, K.C.H., Lisbon.
 Sapphire, 28, Capt. R. F. Rowley, Mediterranean.
 Saracen, 10, Lieut. T. P. Le Hardy, Lisbon.
 Savage, 10, Lieut. R. Toney, Lisbon.
 Scorpion, 10, Lieut. N. Robillard, Falmouth.
 Scout, 15, Com. R. Craigie, C.B. H. Hope.
 Scylla, 16, Com. E. J. Carpenter, West Indies.
 Seaflower, 4, Lieut. J. Roche, Lisbon.
 Skipjack, 5, Lieut. S. H. Ussher, acting, West Indies.
 Snake, 16, Com. E. R. Warren, W. Indies.
 Sparrowhawk, 16, Com. C. Pearson, S. America.
 Speedy, 8, Lieut. J. Douglas, Portsmouth.

Spider, 6, Lieut. J. O'Reilly (a) Chatham.
 Spitfire, st. v. 6, Lieut. A. Kennedy, W. Indies.
 Starling, sur. v. Lieut. H. Kellett, S. America.
 Sulphur, sur. v. Capt. T. W. Beechey, S. America.
 Talbot, 28, Capt. F. W. Pennell, S. America.
 Talavera, 74, Capt. T. B. Sullivan, C.B., Plymouth.

Tartarus, st. v. Lieut. H. James, Falmouth.
 Thalia, 46, Rear-Admiral Sir P. Campbell, K.C.B.; Capt. R. Vauchope, Cape of Good Hope and Coast of Africa.

Thunder, sur. v. Com. R. Owen, West Indies.
 Thunderer, 84, Capt. W. F. Wise, C.R. Mediter.
 Tribune, 24, Capt. J. Tomkinson, Mediter.
 Trinculo, 16, Com. H. J. Puget, acting, Coast of Africa.

Troop, 20, Com. T. Maitland, Lisbon.
 Tyne, 28, Capt. Visc. Inglefield, C.B., Mediter.
 Vanguard, 60, Capt. (the Hon. D. P. Bouverie, Portsmouth.

Vernon, 50, Capt. J. M'Kerlie, Medit.
 Vestal, 26, Capt. W. Jones, West Indies.
 Victor, 16, Com. R. Crozier, East Indies.
 Viper, 6, Lieut. L. A. Robinson, Lisbon.
 Volage, 28, Capt. P. Richards, Mediter.
 Wanderer, 16, Com. T. Dilke, part. service.
 Wasp, 16, Com. J. S. Foreman, West Indies.
 Water Witch, 10, Lieut. J. Adams (b), Coast of Africa.

William and Mary, yacht, Capt. Sir S. Warren, C.B. K.C.H. Woolwich.
 Winchester, 52, Rear-Admiral the Hon. Sir T. B. Capel, K.C.B., Captain E. Sparshott, K. H., East Indies.

Wolf, 18, Com. E. Stanley, East Indies.
 Zebra, 16, Com. R. C. M'Crea, East Indies.

PAID OUT OF COMMISSION.

Mastiff, 6, sur. v., Chatham.
 Serpent, 16, Chatham.
 Terror, 10, Chatham.

SHOOTS OF WAR COMMISSIONED AS PACKETS.

Alert, Lieut. O. H. Norrington.
 Briseis, Lieut. John Dowley.
 Eclipse, Lieut. W. Forester.
 Express, Lieut. W. P. Croke.
 Goldfinch, Lieut. Edw. Collier.
 Lapwing, Lieut. G. B. Foster.
 Linnet, Lieut. W. Downey.
 Lyra, Lieut. Jas. St. John.
 Mutine, Lieut. Richard Pawle.
 Nightingale, Lieut. G. Fortescue.
 Opossum, Lieut. Robt. Peter.
 Pigeon, Lieut. J. Harvey.

Plover, Lieut. William Luce.
 Ranger, Lieut. J. H. Turner.
 Reindeer, Lieut. H. P. Dickon.
 Renard, Lieut. Geo. Dunsford.
 Seagull, Lieut. J. Parsons.
 Stiff-drake, Lieut. A. R. L. Passingham.
 Skylark, Lieut. C. P. Ladd.
 Spey, Lieut. Rob. B. James.
 Star, Lieut. —.
 Swift, Lieut. Welch.
 Tyrian, Lieut. Ed. Jennings.

PROMOTIONS AND APPOINTMENTS.

NAVY.

PROMOTIONS.

TO BE CAPTAIN.
 The Hon. H. Keppel.

TO BE LIEUTENANT.
 W. Loring.

TO BE SURGEON.
 J. Kittle.

APPOINTMENTS.

CAPTAINS.

W. Fisher.....S. Asia.
 Hon. D. P. Bouverie.....Vanguard.
 R. W. G. Festing.....Cornwallis.
 A. R. Shupe, C.B.....Minden.
 Samuel Jackson, C.B.....Bellerophon.
 Sir Thos. Fellowes, K.C.B., Pembroke.
 M. F. F. Berkeley.....Hercules.

COMMANDERS.

T. M. Currie.....Vanguard.
 W. Holt.....Asia.
 J. W. Aldridge.....Pembroke.
 G. A. Sainthill.....Hercules.

LIEUTENANTS.

J. Halkett (Flag).....Melville.
 J. S. Keatley.....Coast Guard.
 G. S. Airey.....Wilton.
 R. W. Innes.....to com. Pandora.
 W. Dow.....to com. Carron.
 D. Welsh.....to com. Swift.
 E. De Montmorency.....Greenwich Hospital.
 E. Hericourt.....Minden.
 T. Mitchell.....Ditto.
 J. W. Wakefield.....Ditto.
 W. K. Stephens.....Ditto.
 C. M. M. Wright.....Vanguard.
 T. E. Hodder.....Ditto.
 J. Hathorn.....Ditto.
 W. B. Estcourt.....Ditto.

W. Edmonstone.....Vanguard
 G. G. Loch.....Ditto.
 T. Hardy.....Cornwallis.
 H. Lyster.....Ditto.
 J. S. Ellman.....Ditto.
 B. Matherton.....Asia.
 C. Dimock.....Ditto.
 H. Pakeham.....Ditto.
 R. S. Robinson.....Ditto.
 P. P. Egerton.....Ditto.
 G. Kennedy.....Pembroke.
 W. Howat.....Ditto.
 R. Morgan (b).....Ditto.
 Hon. R. de Poer Trench.....Ditto.
 J. M'Donell.....Hercules.
 J. M. Longtry.....Ditto.
 Thos. Smyth.....Ditto.
 Hon. G. Kinnaird.....Ditto.

MASTERS.

W. Miller.....Vanguard.
 W. Aykbone.....Minden.

SURGEONS.

R. Dobie.....Vanguard.
 P. Cunningham.....Asia.
 J. Kay.....Thunderer.
 J. H. Acheson.....Cornwallis.
 D. Finley.....Minden.
 W. G. Borland.....Talavera.

ASSISTANT SURGEONS.

G. R. Page.....Melville.
 E. T. C. Scott.....Vanguard.
 F. P. Pascoe.....Ditto.
 H. D. Shea.....Asia.
 W. Baym.....Cornwallis.
 R. Denmark.....Ditto.
 A. J. Pilmore.....Minden.
 J. H. Carruthers.....Talavera.

PURSERS.

J. Hutton.....Vanguard.
 J. Sped.....Asia.
 T. Terry.....Pembroke.

ARMY.

The Gazette of Friday notified that the King has been pleased to confer the honour of Knighthood upon the following officers:—Major-Gen. Whitshire Wilson, of the Royal Artillery; James John Gordon Bremer, Esq., Capt. in the Royal Navy; Captain the Hon. James Ashley Maude, of the Royal Navy; and John Strutt Peyton, Esq., Captain the Royal Navy.

WAR-OFFICE, Feb. 26.

15th Light Dragoons.—Major A. Campbell, Paymaster of a Recruiting District, to be Paym. vice Leech, who exch.

Scots Fusilier Guards.—Ensign C. T. Jones, from 81st, to be Ensign and Lieut. by purch. vice Clegg, ret.

7th Foot.—Lieut. H. A. Graham, from 75th, to be Lieut. vice Nixon, appointed to the 33rd.

8th Foot.—G. L. Marshall, Gent. to be Ensign by purch. vice Harte, ret.

14th Foot.—Capt. A. Ormaby, from the h.p. Unat. to be Capt. vice B. V. Luyard, exch.; F. H. Cox, Gent. to be Ensign by purch. vice Kerr, appointed to the 53rd.

26th Foot.—Quartermaster J. Goodfellow, from the 39th, to be Quartermaster, vice Rodgers, exch.

33rd Foot.—Lieut. W. T. Nixon, from the 7th, to be Lieut. vice M. Forbush, ret. upon h.p. 58th; Ensign H. K. Erskine to be Lieut. by purch. vice Foskey, ret.; C. P. B. Walker, Gent. to be Ensign by purch. vice Erskine.

38th Foot.—Quartermaster J. Rodgers, from the 28th, to be Quartermaster, vice Goodfellow, exch.

47th Foot.—Lieut. W. Skipwith to be Capt. by purch. vice Elliot, ret.; Ensign H. L. L. Kaye to be Lieut. by purch. vice Skipwith; G. J. Elliott, Gent. to be Ensign by purch. vice Kaye.

53rd Foot.—Lieut. E. Bond to be Capt. by purch. vice Bagot, ret.; Ensign C. Ingham to be Lieut. by purch. vice Bond; Ensign C. H. Kerr, from the 14th, to be Ensign, vice Ingham.

58th Foot.—Ensign W. H. Collins to be Lieut. by purch. vice Guthrie, ret.; Ensign and Adjut. O. Gorman to have the rank of Lieut.; Moore Hill, Gent. by purch. vice Collins.

60th Foot.—Lieut. F. R. Roger Palmer, from the 98th, to be Lieut. vice Wright, exch.

64th Foot.—Lieut. J. F. Kirkwood, to be Adjut. vice Canayan, who resigns the Adjut. only.

67th Foot.—Major W. Drummond Mercer, from h.p. Unat. to be Major, vice F. Johnson, exch. rec. the dif.

70th Foot.—Ensign W. Matthew Bigge to be Lieut. by purch. vice Reed, prom. in 84th; Hon. T. H. Thurlow to be Ensign by purch. vice Bigge.

75th Foot.—Lieut. W. Grey, from h.p. of 35th, vice Graham, appointed to the 7th.

81st Foot.—C. W. Thompson, Gent. to be Ensign by purch. vice Jones, appointed to the Scots Fusilier Guards.

84th Foot.—Lieut. M. B. G. Reed, from the 70th, to be Capt. by purch. vice Pack, ret.

89th.—Lieut. T. Wright, from the 60th, to be Lieut. vice Palmer, exch.

Royal Newfoundland Vet. Company.—Capt. B. Kerr, from the h.p. Unat. to be Capt. vice Mackenzie, prob.

Staff.—Paymaster F. E. Leech, from the 15th Light Dragoons, to be Paymaster of a Recruiting District, vice Campbell, exch. Brevet; Capt. J. Bryne, of the 81st, to be Major in the Army.

Memorandum.—The Christian names of Ensign Paget, of the 51st, are Cecil Augustus.

Monmouthshire Militia.—Thomas Lewis, Esq. to be Colseel, vice the Duke of Beaufort, dec.

West Kent Regiment of Yeomanry Cavalry.—Lieut. Charles Wykeham Martin to be Captain, vice Best, resigned; Sir Edmund Filmer, Bart. to be Lieut. vice Martin, prom.

WAR OFFICE, March 4.

17th Light Dragoons.—Lieut. L. Ames to be Capt. by purch. vice Shawe, ret.; Cornet R. A. F. Kingscote, to be Lieut. by purch. vice Ames; Cornet J. Mordaunt to be Lieut. by purch. vice Macdonald, ret.; J. de Brett, Gent. to be Cornet by purch. vice Kingscote; W. M. Mitchell, Gent. to be Cornet by purch. vice Mordaunt.

17th Foot.—Surg. H. W. Radford, from the 62nd, to be Surg. vice Newton, who has received a commutation.

18th Foot.—Lieut. W. G. Terry, from the h.p. of the 34th, to be Lieut. vice Grattan, prom.

35th Foot.—Quartermaster J. Connon, from the 74th, to be Quartermaster, vice McCurdy, exch.

39th Foot.—Ensign Anas W. Fraser, to be Lieut. by purch. vice Clarke, ret.; Gent. Cadet E. Croker, from the R. M. C. to be Ensign by purch. vice Fraser.

40th Foot.—Lieut. F. White to be Adjut. vice Courtin, prom.

44th Foot.—W. Balfour, Gent. to be Assist.-Surg. vice Dempster, prom. in the 62nd.

54th Foot.—Ensign T. Hawkshaw, from the h.p. of the 94th, to be Ensign, vice Taylor, dec.; A. Harris, Gent. to be Ensign by purch. vice Stackpoole, ret.; Assist.-Surg. J. Dempster, M.D. from the 44th, to be Surg. vice Radford, appointed to the 17th.

74th Foot.—Quartermaster D. McCurdy, from the 35th, to be Quartermaster, vice Connon, exch.

82nd Foot.—Staff Assist.-Surg. J. Anderson, M.D. to be Assist.-Surg. vice Grant, cashiered by a General Court-Martial.

85th Foot.—Lieut. C. Knox to be Capt. by purch. vice Hunter, prom.; Ensign H. C. Curtis to be Lieut. by purch. vice Knox; J. H. Rocks, Gent. to be Ensign by purch. vice Curtis.

96th Foot.—Lieut. J. W. A. Wray to be Capt. by purch. vice Kidman, ret.; Ensign P. W. Taylor to be Lieut. by purch. vice Wray; W. S. Nicholson, Gent. to be Ensign by purch. vice Taylor.

98th Foot.—Lieut. H. Douglas Cowper to be Capt. by purch. vice Clinton, prom.; Ensign G. B. Smyth to be Lieut. by purch. vice Cowper; D. Rainier, Gent. to be Ensign by purch. vice Smyth.

Unattached.—To be Majors by purch.—Capt. J. Hunter, from the 85th; Capt. H. Clinton, from the 88th.

To be Captain without purch. Lieut. J. Grattan, from the 18th.

Hospital Staff.—J. Law, Gent. to be Assist.-Surg. to the Forces, vice Anderson, appointed to the 82nd.

Memoranda.—Majors A. Mackenzie and J. S. Jones, h.p. Unattached, have been allowed to retire from the service by the sale of Unattached commissions, they being about to become settlers in Canada.

The Christian name of Captain Kert, appointed to the Royal Newfoundland Veteran Companies, is Samuel, and not Beauchamp, as stated in the Gazette of the 26th Feb.

The Christian names of the Hon. Ensign Thurlow, of the 70th Regt. are Thomas Hugh Noel.

Herefordshire Regiment of Militia.—J. L. Scudamore, Esq. to be Lieut.-Col. vice Lord Viscount Eastnor, prom.; J. H. D. Burr, Esq. to be Capt. vice Cotterell, dec.; J. Parkinson, Esq. to be Capt. vice Scudamore, prom.

1st Devon Regiment of Yeomanry Cavalry.—The Right Hon. Lord Courtney to be Capt. vice Bigwood, res.; the Hon. C. Courtney to be Cornet, vice Lord Courtney, prom.

WAR OFFICE, March 11.

2nd Life Guards.—H. G. Boyce, Gent. to be Cornet and Sub-Lieut. by purch. vice Arundel, rets.

11th Light Dragoons.—Colonel J. Martin to be Lieut. by purch. vice Windus, ret.; W. C. Forrest, Gent. to be Cornet by purch. vice Martin.

17th Light Dragoons.—Assist. Surg. J. B. Gibson, M.D. from the 25th, to be Assist. Surg. vice H. G. Parker, placed on h.p.

2nd Foot.—Lieut. M. S. H. Lloyd to be Capt. without purch. vice Mackworth, dec.; Ensign St. G. H. Stock to be Lieut. vice Lloyd; Ensign A. W. Keane, from the 33rd, to be Lieut. by purch. vice Stock, whose prom. by purch. has not taken place.

3rd Foot.—Ensign A. Menzies to be Lieut. without purch. vice Isaac, dec.; Gent. Cadet E. T. J. R. Nugent, from the Royal Mil. Col. to be Ensign, vice Menzies.

16th Foot.—Ensign C. H. Fitzgerald to be Lieut. without purch. vice Thompson, appointed Adjt.; Ensign H. C. M. Ximenes, from the 97th, to be Ensign, vice Fitzgerald; Lieut. C. F. Thompson to be Adjt. vice Foley, dec.

23rd Foot.—Lieut. W. L. Willoughby to be Adjt. vice Chester, whose res. the Adjt. only.

33rd Foot.—Gent. Cadet M. A. Obert, from the Royal Mil. Col. to be Ensign without purch. vice Keane, prom. in the 2nd.

40th Foot.—Ensign G. H. Brown, from the Royal Newfoundland Veteran Companies, to be Lieut. without purch. vice White, appointed Adjt.; Ensign R. B. Bennett to be Lieut. by purch. vice Brown, appointed to the Royal Newfoundland Veteran Companies; D. T. Compton, Gent. to be Ensign by purch. vice Bennett.

62nd Foot.—Ensign R. Shearman to be Lieut. without purch. vice Hodgson, dec.; Ensign F. E. Scobell to be Lieut. by purch. vice Shearman, whose prom. by purch. has not taken place.

70th Foot.—Ensign R. Taylor, from the h.p. of the 99th Regt. to be Ensign, vice H. Clarke, exch.

71st Foot.—Capt. J. Hunter, from the h.p. of the 2nd Dragoon Guards, to be Capt. vice J. Gardiner, exch.

75th Foot.—Lieut. A. Jardine to be Capt. by purch. vice Shearman, ret.; Ensign R. P. Puleston to be Lieut. by purch. vice Jardine; A. Thos. Puleston, Gent. to be Ensign by purch. vice Puleston.

97th Foot.—Lieut. O. Keating to be Capt. by purch. vice Mayard, ret.; Ensign C. J. F. Denshire to be Lieut. by purch. vice Keating; H. C. M. Ximenes, Gent. to be Ensign by purch. vice Denshire; Gent. Cadet W. Boyd, from the R. M. C. to be Ensign, vice Ximenes, appointed to the 16th.

Royal Newfoundland Veteran Companies.—

Lieut. G. H. Brown, from the 40th, to be Lieut. vice Bell, ret.; Ensign G. Thomson, from the h.p. of the 12th, to be Ensign, vice Brown, prom. in the 40th.

Memoranda.—The appointment of Staff Assist. Surg. A. Anderson to be Assist. Surg. in the 82nd Foot, should be vice Grant, dismissed the service, and not cashiered.

His Majesty has been graciously pleased to permit the 14th Foot to bear on its colours and appointments, in addition to other badges and devices which may have heretofore been granted to the Regiment, the word 'Toumay,' in commemoration of the distinguished conduct of the Brigade, consisting of the 14th, 37th, and 53rd Regts. in the action fought near Tournay, on the 22nd May, 1794.

A. Harris, Gent. to be Ensign, and Assist. Surg. J. Dempster to be Surg. are appointed to the 62nd Foot, and not to the 54th, as stated in the Gazette of the 4th March.

WAR OFFICE, March 18.

5th Dragoon Guards.—Surg. J. Barlow, M.D. from the 3rd Light Drags. to be Surg. vice Logan, dec.

3rd Light Dragoons.—Surg. J. Henderson, from the 48th, to be Surg. vice Barlow, appointed to the 5th Dragoon Guards.

12th Light Dragoons.—Surg. J. Winterscale, from the 71st, to be Surg. vice Kenny, appointed to the Staff.

1st Foot.—Lieut. H. A. Kerr to be Capt. by purch. vice Coote, ret.; Ensign H. R. Marindin to be Lieut. by purch. vice Kerr; T. J. Parker, Gent. to be Ensign by purch. vice Marindin.

7th Foot.—Ensign J. Mansfield, from the 92nd, to be Lieut. by purch. vice Vetscher, ret.

9th Foot.—D. Perle, Gent. to be Ensign by purch. vice Brooke, prom. in the 23rd.

12th Foot.—Ensign J. M. Percival to be Lieut. by purch. vice Lechlumere, ret.; R. J. A. Philipps, Gent. to be Ensign by purch. vice Percival.

18th Foot.—Ensign Hon. H. C. Stratford to be Lieut. by purch. vice Terry, ret.; Hon. C. Hare to be Ensign by purch. vice Stratford.

23rd Foot.—Ensign A. B. Brooke, from the 9th, to be Second Lieut. by purch. vice Butler, prom. in the 53th.

33rd Foot.—Ensign W. Ironside to be Lieut. by purch. vice Whitfield, ret.; E. Prell, Gent. to be Ensign by purch. vice Ironside.

48th Foot.—Staff Assist. Surg. E. M'iver to be Surg. vice Henderson, appointed to the 3rd Light Dragoons.

53th Foot.—Second Lieut. H. T. Butler, from the 23rd, to be Lieut. by purch. vice Deuhame, ret.

62nd Foot.—Ensign J. M'Carthy, from the h.p. of the 96th, to be Ensign without purch. vice F. R. Scobell, prom.; T. R. Mulock, Gent. to be Ensign by purch. vice Scott, ret.

71st Foot.—Lieut. E. Foy to be Capt. by purch. vice Hunter, ret.; Ensign R. T. W. L. Brickenden to be Lieut. by purch. vice Foy; Ensign C. Ready to be Lieut. by purch. vice Seymour, ret.; B. Blennerhasset, Gent. to be Ensign by purch. vice Brickenden; W. Fairholme, Gent. to be Ensign by purch. vice Ready; Assist. Surg. J. Foster, M.D. from the 5th Dragoon Guards, to be Surg. vice Winterscale, appointed to the 12th Light Dragoons.

92nd Foot.—J. C. Gordon, Gent. to be Ensign by purch. vice Mansfield, prom. in the 7th Regt.

Memorandum.—The removal of Surg. Hamilton from the 54th Regt. to the 12th Light Dragoons, and the prom. of Staff Assist. Surg.

Myer to be Surg. in the 54th Regt. as stated in the Gazette of the 12th ult., have not taken place.

WAR-OFFICE, March 25.

2nd Life Guards.—Lieut. J. Roche to be Capt. by purch. vice Lord Dechrhurst, ret.; Cornet and Sub-Lieut. R. Blane to be Lieut. by purch. vice Roche.

7th Dragoon Guards.—Lieut.-Gen. Sir E. Lloyd, K.C.H., to be Col. vice Lieut.-Gen. Sir R. Bolton, dec.

4th Light Dragoons.—Capt. F. D. Daly to be Major by purch. vice Byne, ret.; Lieut. J. Harrison to be Capt. by purch. vice Daly; Cornet W. Perse to be Lieut. by purch. vice Harrison; Cornet H. W. Knight to be Lieut. by purch. vice Perse, whose promotion, as dated Dec. 29, has not taken place; G. Cornwall, Gent., to be Cornet by purch. vice Knight.

11th Light Dragoons.—Lieut.-Col. J. T. Lord Bradwell, from the h.p. Unattached, to be Lieut. Col., vice M. Childers, exch. rec. dt.

1st Foot.—Ensign A. C. Sanderson to be Lieut. by purch. vice Vallance, ret.; N. Craig, Gent., to be Ensign by purch. vice Sanderson; Surg. J. Farnden, from the Hb. Mil. School, to be Surg. vice Finnie, exch.

19th Foot.—Lieut. A. Ouvry, from the 99th, to be Lieut. vice Pent, exch.

21st Foot.—Lieut. A. Mackenzie, to be Capt. without purch. vice Daniel, dec.; Lieut. C. Condale to be Capt. without purch. vice Williams, appointed to the 24th; Second Lieut. J. R. Stuart to be First Lieut. vice Mackenzie; B. C. Crookshanks, Gent., to be Second Lieut. vice Stuart.

29th Foot.—Major S. J. Cotton, from the 41st, to be Major, vice Browne, exch.

35th Foot.—Lieut. T. Farris to be Adjt. vice Blood, who resigns the Adjt. only.

39th Foot.—H. Gray, Gent., to be Ensign without purch. vice Morris, dec.

41st Foot.—Major G. Brown, from the 28th, to be Major, vice Cotton, exch.; Lieut. W. Barnes to be Capt. without purch. vice Ellis, dec.; Ensign A. G. Meik to be Lieut. vice Barnes; J. Emah, Gent., to be Ensign, vice Meik.

52nd Foot.—A. Skene, M.D., to be Assist. Surg.

62nd Foot.—H. Mackay, Gent., to be Ensign by purch. vice McCarthy, ret.

93rd Foot.—Lieut. A. Dent, from the 12th, to be Lieut. vice Ouvry, exch.

Royal Hibernian School.—Surg. W. Finnie, from the Royal Regt., to be Surg. vice Farnden, exch.

Commissioner.—Dep. Assist.-Com.-Gen. A. Fraser, to be Assist.-Com.-Gen.

Memoranda.—The date of Lieut. J. H. Shalforth's prom. in the 57th, is the 1st of Aug., 1835, and not the 25th Dec., 1835.

His Majesty has been graciously pleased to permit the 59th, 72nd, and 93rd Regts., to bear on their colours and appointments, in addition to any other badges or devices heretofore granted to them, the words "Cape of Good Hope," in commemoration of the distinguished gallantry displayed by those regiments at the capture of the town and garrison of the Cape of Good Hope, on the 8th of Jan., 1806, when they formed part of two brigades employed on that occasion.

OFFICE OF ORDNANCE, March 22.

Royal Regiment of Artillery.—First Lieut. G. R. Luke, to be Second Capt. vice Mathias, ret. ou h.p.; Second Lieut. G. D. Wainburton to be First Lieut. vice Luke.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

March 4, at the Elm, Worcestershire, the lady of Rear-Admiral Malin, of a son.

At Torpoint, the lady of Capt. Shannon, R.N., of a daughter.

At Woolwich, the lady of Major Crawford, R.A., of a son.

March 7, at Charlemont, the lady of Lieut.-Col. Hunt, R.A., of a daughter.

March 7, at Claven Hill, the lady of Capt. Spiller, R.A., of a son.

March 8, at Belfast, the lady of Lieut. Nicholas Gosselin, 46th Regt., of a son.

March 8, at Guernsey, the lady of Lieut. C. Gostling, R.A., of a son.

At Chatham, the lady of Capt. Jackson, 80th Regt., of a son.

At Merrion Avenue, Dublin, the lady of Lieut. Turner, R.N., of a son.

At Wexford, the lady of Capt. Elgee, Paymaster 87th Regt., of a son.

At Cork, the lady of Capt. Rowley, 84th Regt., of a son.

March 10, at Coleraine, the lady of Alex. Neill, Esq., Surgeon, R.N., of a son.

At Shoreham, the lady of Lieut. Hall, R.N., of a daughter.

At Cove, the lady of Lieut. Young, 24th Regt., of a daughter.

At Cheltenham, the lady of Capt. Tinsling, 64th Regt., of a daughter.

At Norwood, the lady of Major-Gen. Tolly, of a daughter.

March 20, at Cheltenham, the lady of Capt. Agar, 94th Regt., of a daughter.

MARRIAGES.

At St. Lucia, Lieut. Kepple, 36th Regt., to Isabella, only daughter of Captain Carmichael, Paymaster of the same Regt.

Feb. 23, at Marylebone Church, Capt. Hilton, 16th Lancers, to Harriet, third daughter of Benj. Quasible, Esq., of Park Place, Regent's Park.

Feb. 25, at Plumstead Church, Kent, Capt. James Fogo, R.A., to Jane, widow of the late Rev. J. Crusbie.

March 8, at Tickhill, Lieut.-Col. Hill, 7th Hussars, to Frances, eldest daughter of F. Lunley Saville, Esq., of Tickhill Castle.

At Dublin, Capt. Burghen, 94th Regt., to Susan, eldest daughter of Thos. P. Vokes, Esq., Chief Magistrate of Pollack for Limerick.

March 15, at Prestbury, Cheltenham, Lieut. F. F. Mathews, 2nd W. I. Regt., to Anne, relict of the late Ensign W. Scott Cooper.

At Kempsey, Worcestershire, Capt. C. Rochfort Scott, h.p. Royal Staff Corps, to Ellen, daughter of the late Rev. H. Southouse, of Castle Combe, Wilts.

At Toronto, Upper Canada, Lieut.-Col. Foster, Adjt.-Gen., to the Forces, to Ellen, daughter of

the late T. Humphreys, Esq., of Mousfield, Nottinghamshire.

At Cork, Capt. W. Gibson, late of the 68th Light Infantry, to Ann, second daughter of the late Robt. Stafford, Esq., of Huntingdon.

DEATHS.

Aug. 16, at Gerapore, Lieut. Isaac, 3rd Foot.
Aug. 23, at Madras, Lieut. Hodgson, 62nd Regt.

At Meerut, Capt. G. Pennington, R.A.

Jan. 10, at Crickhowell, Lieut.-Col. Williams, h.p. 2nd Garr. Batt.

Major Jackson, h.p. 36th Regt.

Jan. 24, at Coventry, Surgeon George, Melin, 9th Dragoons.

Feb. 3, at Government Place, Upper Canada, Francis Shea, Esq., Magistrate of the District, Capt in the 27th Enniskilleners.

At Cherbourg, Lieut. J. Neame, R.N.

March 2, in London, Retired Commander W. Heppell, R.N.

At Edinburgh, Capt. D. Carnegie, late 44th Regt.

March 5, at Pilton Barnstable, Major E. C. Wilford, late of Royal Artillery, in his 70th year.

March 7, at Greenwich Hospital, Lieut. Meres, R.N., in his 20th year.

At Plymouth, Lieut. E. Pungelley, R.N.

Lieut. S. H. Sullivan, R.N.

At West Lulworth, Dorsetshire, Capt. Benj. Crispin, R.N.

March 13, Lieut. W. J. Pocock, R.N.

March 14, at Chiswick, Archd. D. Stewart, Esq., late of Parliament Street, of the house of Stewart and Co., Army Agents.

March 14, in Limerick, Capt. W. Moore, R.N.

March 15, at Swerford Park, Oxon, Lieut.-General Sir Robt. Bolton, G.C.B., Colonel of the 7th Dragoon Guards.

Capt. A. Mackworth, 2nd or Queen's Regt.

At the Royal Naval Hospital, Stonehouse, Commander W. B. Watts, R.N., aged 52.

At Somers Place, Major James Rose, late of the Royal Invalids, in his 90th year.

March 18, at Dublin, Capt. Alexander Cunningham, R.N.

March 23, at Welbeck Street, London, Lieut.-Col. Edward Nugent, H.B.L.C.'s Service, in the 81st year of his age.

METEOROLOGICAL REGISTER.

KEPT AT THE OBSERVATORY OF CAPT. W. H. SMYTH, AT BEDFORD.

FEB. 1836.	Six's Thermometer.		At 3 P. M.			Pluvia- meter Inches.	Evapora- tor Inches.	Winds at 3 P. M.
	Maxim. Degrees.	Minim. Degrees.	Barom. Inches.	Thermo. Degrees.	Hygrom. Parts.			
1	42.9	37.6	29.27	42.2	747	—	From lat to 13th, evapo- ration 0.270	W.S.W. str. br. fine
2	41.7	36.8	29.56	41.5	762	—		S.S.W. fresh breezes
3	41.8	36.5	29.83	41.4	783	—		W.N.W. fr. br. squally
4	42.3	35.0	30.05	37.8	808	0.243		N.E. str. wind, drizzly
5	37.5	36.8	30.13	37.5	811	—		N.E. lt. air, cloudy
6	43.5	34.7	29.97	40.9	805	—		N.W. fresh breezes
7	44.0	38.4	29.96	42.0	785	—		N.N.W. fine day
8	42.6	38.0	29.91	41.6	813	—		S.S.W. boisterous
9	46.5	40.8	29.91	46.5	874	—		S.S.W. beautiful day
10	46.7	39.4	30.12	43.0	896	0.103		W. by N. str. br. clear
11	46.9	38.8	30.10	43.4	770	0.173	Frozen.	W.N.W. str. gales, frosty
12	46.9	36.8	30.10	43.4	770	—		N.N.W. beautiful day
13	46.8	35.8	30.33	42.3	562	—		S.W. calm, magnif. day
14	47.0	35.8	30.35	45.0	682	—		S.W. calm, do.
15	50.2	35.7	30.42	47.0	418	—		S.S.W. lt. air, clear
16	47.2	33.3	30.00	43.3	730	—		S.W. boisterous gusts
17	43.6	36.2	29.88	38.1	620	—		W.N.W. high winds
18	42.0	35.6	29.93	37.8	594	—		W by S. strong gales
19	43.2	34.5	30.21	37.6	574	—		N.W. fr. br. squally
20	42.6	30.8	30.38	38.0	546	—		E by N. magnif. day
21	37.5	31.0	30.18	37.3	629	—	Frozen.	S.W. lt. air, fine
22	39.2	30.9	29.87	39.0	690	—		S.W. lt. breezes
23	40.0	37.1	29.62	40.6	695	—		S. calm and fire
24	40.1	36.0	29.27	40.0	701	—		S.S.E. lt. air, cloudy
25	41.8	34.2	29.08	38.4	701	—		E.N.E. fresh breezes
26	41.8	34.2	29.08	36.1	701	0.173		N.E. fr. breezes, rainy
27	41.9	33.3	29.07	38.2	722	0.603		N.N.E. calm, rainy
28	37.8	34.7	29.30	37.8	730	0.024		S.S.W. lt. air, cloudy
29	38.0	35.0	29.54	38.5	734	0.003		S. calm, cloudy day

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THE END OF THE FIRST PART OF 1836.

